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File: 39T-14504/OZ-8417
Planner: Alanna Riley

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: 2219008 ONTARIO LIMITED C/O YORK DEVELOPMENTS 3493 COLONEL TALBOT ROAD PUBLIC PARTICIPATION MEETING ON JANUARY 18, 2016

RECOMMENDATION

That on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 2219008 Ontario Limited c/o York Developments relating to the property located at 3493 Colonel Talbot Road:

- (a) Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application by 2219008 Ontario Limited for the draft plan of subdivision relating to the property located at 3493 Colonel Talbot Road;
- (b) the proposed by-law attached hereto as **Appendix "A" BE INTRODUCED** at the Municipal Council meeting on January 26, 2016 to amend the Official Plan to change the designation on Schedule "A", Land Use, on a portion of these lands **FROM** Open Space **TO** Low Density Residential and Multi-Family Medium Density Residential; and **FROM** Environmental Review **TO** Low Density Residential and Multi-Family Medium Density Residential in order to more accurately reflect the boundary for the main drainage channel; to change Schedule "B1" Natural Heritage Features to more accurately reflect the boundaries of the "Significant River, Stream and Ravine Corridors" delineation and to remove the "Potential Upland Corridors" delineation in the vicinity of the drainage channel; and to amend the Southwest Area Secondary Plan for a portion of the subject site **FROM** Open Space and Environmental Review **TO** Low Density Residential and Multi-Family Medium Residential to more accurately reflect the boundary of the main drainage channel;
- (c) The proposed by-law attached hereto as **Appendix "B" BE INTRODUCED** at the Municipal Council meeting on January 26, 2016 to amend Zoning By-law No. Z-1 (in conformity with the Official Plan, as amended in part (b) above) to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone, a Holding Urban Reserve (h-2*UR4) Zone, and an Open Space (OS4) Zone **TO**:
 - a Holding Residential R1 Special Provision (h.h-100.R1-8()) Zone to permit single detached dwellings with a minimum frontage of 15.0 metres (49.2 feet), a minimum lot area of 600 square metres (6,458 square feet), with garages that shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage;
 - a Holding Residential R6 Special Provision (h.h-100.h-198.R6-5()) Zone to permit a range of low and medium cluster housing in the form of single detached dwellings, semi-detached dwellings, stacked townhouses,

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apartment buildings and senior citizen apartment buildings at a minimum density of 14 units/ha(6 units/acre), and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);

- a Holding Residential R6 Special Provision (h.h-100.h-198.R6-5()) Zone to permit a range of low and medium cluster housing in the form of single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings at a minimum density of 18 units/ha(7 units/acre), and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- a Holding Residential R6 Special Provision (h.h-100.h-198.R6-5()) Zone to permit a range of low and medium density residential uses such as single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and at a minimum density of 30 units/ha(12 units/acre)and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- a Compound Holding Residential R6 Special Provision/R8 Special Provision (h.h-100.h-198. R6-5()/R8-4()) Zone to permit medium density residential uses such as apartment buildings, stacked townhouses and senior citizen apartment buildings with a minimum density of 70 units/ha(26 units/acre) and maximum density of 75 units/ha(30 units/acre);
- a Compound Holding Residential R6 Special Provision/R8 Special Provision/ Convenience Commercial (h.h-100.h-198. R6-5()/R8-4()/CC6) Zone to permit medium density residential uses such as single detached, semi-detached, duplex, triplex, apartment buildings, stacked townhouses and senior citizen apartment buildings with a minimum density of 70 units/ha(29 units/acre) and maximum density of 75 units/ha(30 units/acre), and in addition to the above noted uses, a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants which service the immediate neighbourhood;
- an Open Space (OS1) Zone to permit uses such as City or private parks;
- an Open Space (OS4) Zone to permit uses such as conservation lands; conservation works; and public parks without structures; and
- an Open Space (OS5) Zone on the naturalized corridor running through the subject site to permit the conservation and passive recreational uses (pathways and trails).

Holding provisions are recommended to encourage street oriented development along public streets, natural creek corridors and public pathways and discourage noise attenuation walls along arterial roads and to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan; to ensure the orderly development of lands and the adequate provision of municipal services; and to limit development up to 80 units until the watermain service is looped and a second public road access is available.

- (d) Council **SUPPORTS** the Approval Authority issuing draft approval of the recommended plan of residential subdivision, as red-line amended, which shows 172 single detached residential lots, one (1) mixed use/medium density residential block (Block 173), three(3) medium density residential blocks (Blocks 174-176), three (3) walkway blocks (Blocks 181-183), one (1) future development block (Block 177), two (2) park blocks (Blocks 178-179), one (1) open space block (Block 180), a stormwater management block (Block 183) all serviced by Pack Road, Colonel Talbot Road, and six (6) new local streets **SUBJECT TO** the conditions contained in the attached Appendix "C", and the

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requested Official Plan amendment coming into effect;

- (e) The applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in **Appendix "D"**.

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

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

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

November 20, 2012 - Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541(Southwest Secondary Plan).

November 26, 2013 – Report to Planning Committee from the Manager, Development Services and Planning Liaison in response to York Developments delegation for the future development of the subject site.

May 11, 2015 – Report to Planning Committee on The Growth Management Implementation Strategy(which identifies the SWM facility on these lands scheduled to be constructed in 2017).

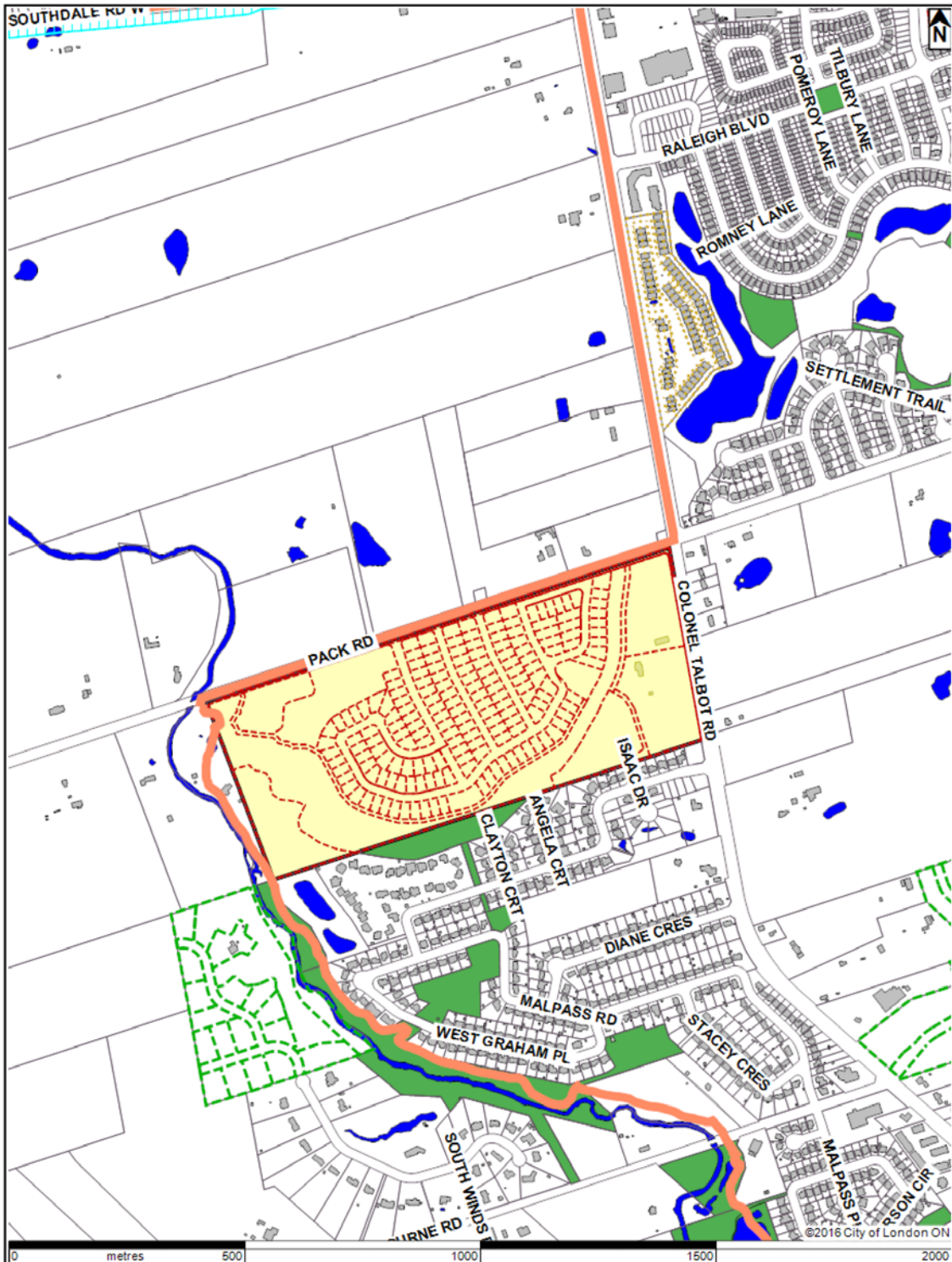
PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended action is to permit the development of a residential subdivision consisting of low and medium density forms of housing with limited convenience commercial uses.

RATIONALE

1. The recommended residential development is consistent with the Provincial Policy Statement.
2. The red-lined draft plan will conform with the Southwest Area Plan and the Official Plan(as amended).
3. The conditions of draft approval will ensure that development will occur in an orderly manner and on full municipal services.
4. The recommended Open Space designation accurately reflects the delineation of the Natural Heritage System and non-developable hazard lands.
5. The City's acquisition of the open space block which includes the ESA lands will ensure their future protection.
6. The recommended zoning will ensure that the densities established through SWAP are adhered to.
7. The walkway adjacent to the open space corridor will provide for public access to this natural heritage feature.
8. The recommended development represents good land use planning.

Location Map



<p style="text-align: center;">LOCATION MAP</p> <p>Subject Site: 3493 Colonel Talbot Rd Applicant: 2219008 Ontario Limited / York Developments File Number: 39T-14504 Planner: Alanna Riley Created By: Alanna Riley Date: 2016-01-11 Scale: 1:10100</p>	<p style="text-align: center;">LEGEND</p> <ul style="list-style-type: none"> Subject Site Parks Assessment Parcels Buildings 123 Address Numbers
<p>Corporation of the City of London Prepared By: Development and Compliance Services</p>	

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BACKGROUND

Date Application Accepted: September 15, 2014	Agent: MHBC Planning – Scott Allen
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REQUESTED ACTION: application for a draft plan of subdivision, and associated Official Plan amendment and Zoning By-law amendments consisting of 172 single detached residential lots, one (1) mixed use/medium density residential block (Block 173), three (3) medium density residential blocks (Blocks 174-176), three (3) walkway blocks (Blocks 181-183), one (1) future development block (Block 177), two (2) park blocks (Blocks 178-179), one (1) open space block (Block 180), a stormwater management block (Block 183) serviced by Pack Road, Colonel Talbot Road, and 6 local public streets.

- SITE CHARACTERISTICS:**
- **Current Land Use** – Agriculture
 - **Frontage** – 413.6m along Colonel Talbot Road, 1,035.4m along Pack Road
 - **Area** – approx. 40.5 hectares

- SURROUNDING LAND USES:**
- **North** – Agricultural lands, woodlot
 - **South** – Residential
 - **East** – Residential
 - **West** – Dingman Creek Corridor

- OFFICIAL PLAN DESIGNATION:** (refer to attached map)
- Schedule A - Low Density Residential, Multi Family Medium Density Residential, Open Space and Environmental Review
 - Schedule B – Significant River, Stream and Ravine Corridors, and Potential Upland Corridors
- EXISTING ZONING:** (refer to attached map)
- Urban Reserve (UR4), Holding Urban Reserve (h-2 UR4), Open Space (OS4) and Open Space (OS5)

PLANNING HISTORY

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

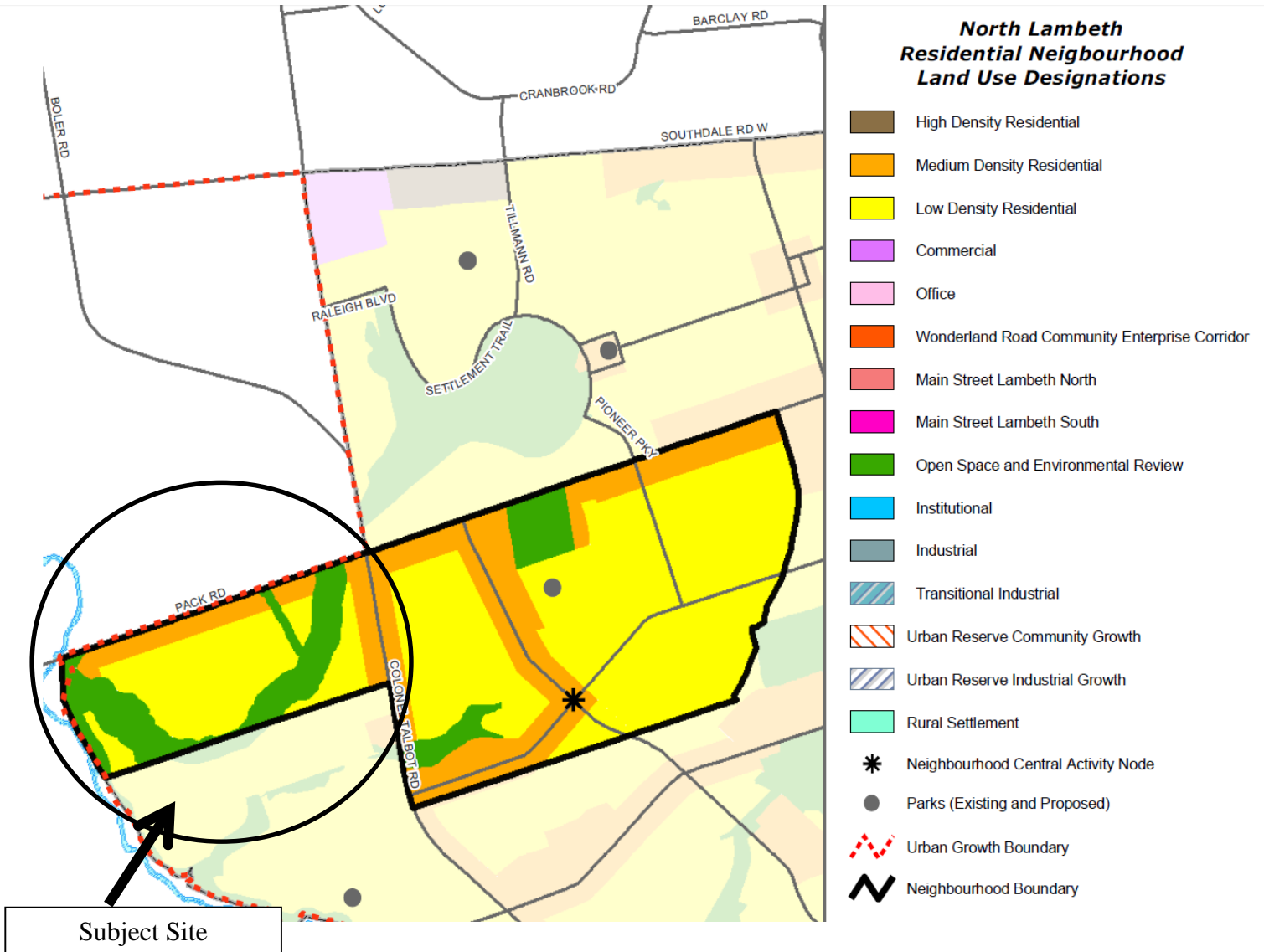
In May 2015 Council accepted the Dingman Creek No. B-4 Stormwater Management Facility and Tributary Channel Improvement/Modification Municipal Class Environmental Study. The study evaluated a number of storm water servicing alternatives. The option which was ultimately recommended included one regional stormwater management (swm) pond for quantity, quality and erosion control; a naturalized outlet channel from the SWM pond to

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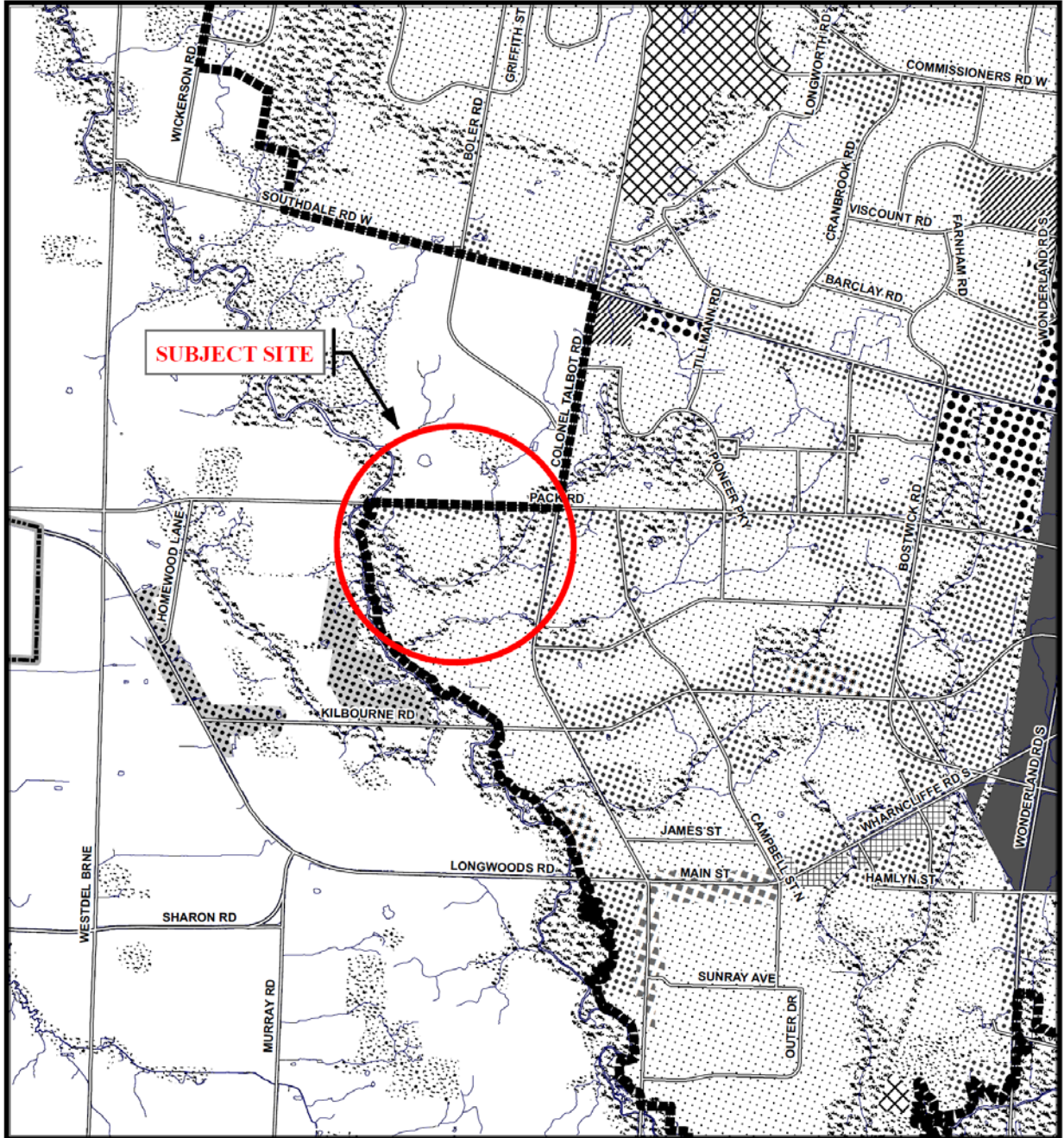
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Mathers Stream; on-site swm controls(permanent private systems) servicing the lands east of Mathers Stream; piping of the intermittent tributary(which is located on the eastern portion of this draft plan) to maximize the land area serviced by the swm pond; and, enhancement of the upper reach of Mathers Stream. This alternative assists in reducing the risk of surface flooding in the study area; provide adequate conveyance capacity and controls for minor and major system flows(both current and future), and will address future growth requirements over the long term for swm quality/quantity as well as erosion control. As previously noted, these works are scheduled for construction in 2016/2017.

Excerpt From Southwest Area Secondary Plan

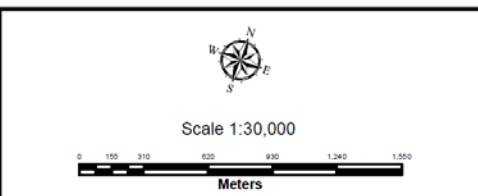


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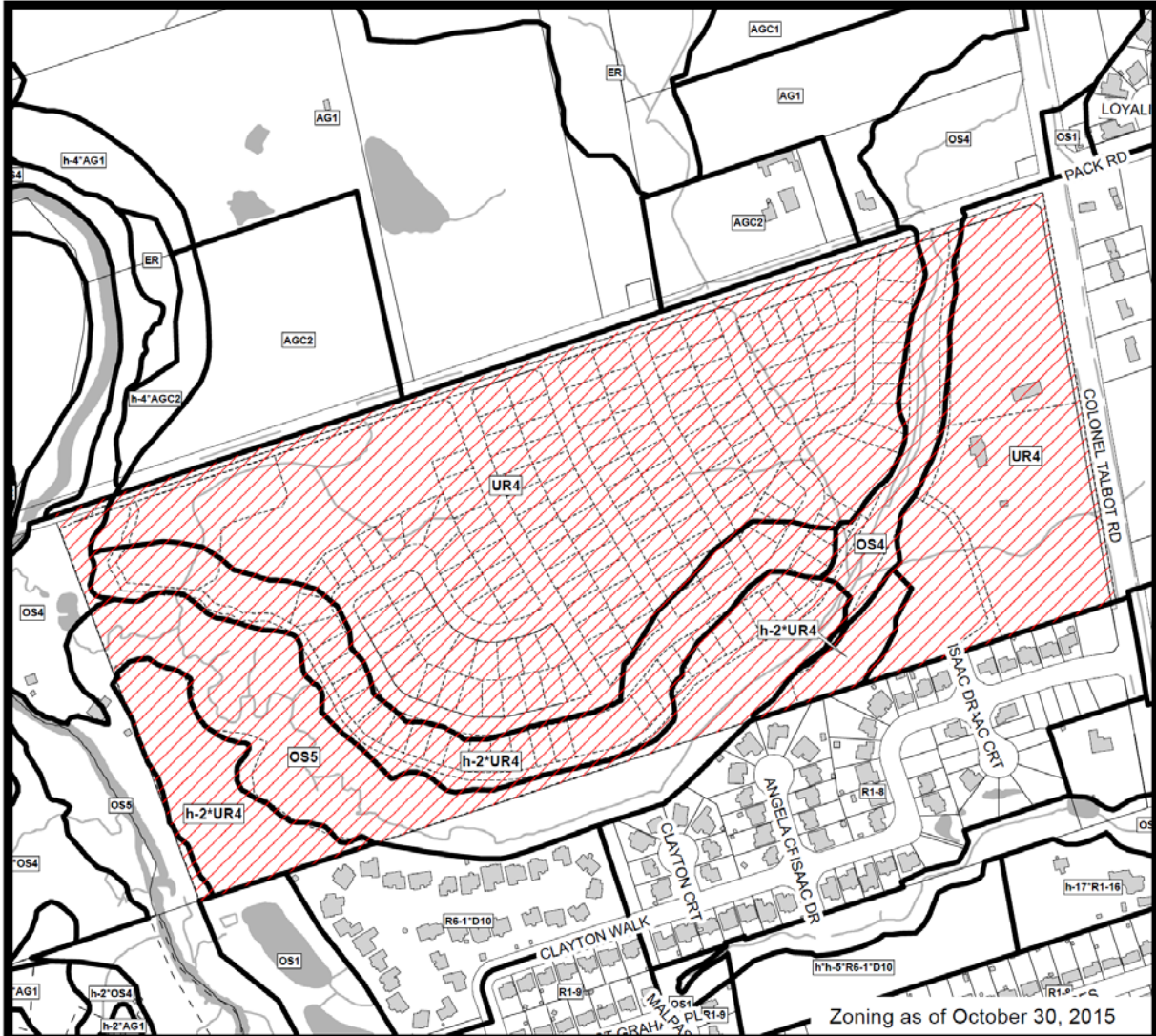
Legend	
Downtown	Office/Residential
Wonderland Road Community Enterprise Corridor	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility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

CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -
PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8417
PLANNER: SW
TECHNICIAN: MB
DATE: 2015/11/09

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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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CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:
OZ-8417 AR

MAP PREPARED:
2015/11/17 JS

1:6,000
0 30 60 120 180 240
Meters

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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Environmental and Engineering Services Department

Sanitary

Sanitary flows from this development will be split between two available outlets, the future sewer to the east on Colonel Talbot Road and existing sewer on Isaac Drive to the South. The Owner is required to construct sanitary sewers to serve this Plan and connect them to the existing 250 mm (10") diameter sanitary sewer located on Isaac Drive. This sewer will ultimately connect to the future sanitary trunk sewer on Colonel Talbot Road and drain to the future Colonel Talbot Pumping Station, both scheduled for construction in 2017. The developer is also required to undertake necessary upgrades to the Southwinds Pumping Station and forcemain. The Owner is required to construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance and make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan.

Stormwater

The Owner is required to construct storm sewers and connect them to the proposed SWM Facility on Block 184 of this plan. The Owner is also required to construct storm sewers to serve the portion of this plan east of the watercourse and connect them to the existing 1200 mm (48") diameter storm sewer located on Isaac Drive in Plan 33M-524.

The Owner is required to make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan, grade and drain the west boundary of Block 181 to blend in with the abutting SWM Facility on Block 184 in this plan, all at no cost to the City.

Water

The Owner is required to construct watermains to serve Blocks 173 and 174 in this Plan and connect them to the existing 600 mm (24") diameter watermain on Colonel Talbot Road and construct a watermain to serve Block 175 and connect it to the existing 200 mm diameter watermain on Isaac Drive.

The Owner is also required to construct an appropriately size watermain on Pack Road from the existing 600 mm diameter watermain on Colonel Talbot to the west limits of this plan to serve the 177 single family lots, and confirm that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.

Transportation

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

In accordance with the approved Southwest Area Plan (SWAP), the Owner shall construct a 1.5 metre sidewalk on both sides on all streets. The Owner shall also dedicate sufficient land to widen Pack Road and Colonel Talbot Road to 18.0 metres (59.06') from the centreline of the original road allowance and ensure that no vehicular access will be permitted to Blocks 173 and 176 from Pack Road.

General Servicing Provisions should be implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer and the entering of a subdivision agreement; and the 'h-100' holding provision should implemented with respect to

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water services and appropriate access so that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available.

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

Planning- Community Planning and Urban Design

The public pathway at the south end of Street C should be widened to 8.0m to provide a better environment for tree growth and a stronger view terminus at the natural corridor. Holding provisions, or similar mechanisms, should be tied to site-specific urban design guidelines. For Residential Blocks 173, 174, 175 and 176 ensure that they are oriented towards the public streets, natural creek corridor and public pathways; Lots 23, 24, 9, 10 to ensure that the dwellings are to be oriented to park blocks; and Lots 1, 82, 110, 111, 136, 137, 158 to ensure that the dwellings are oriented to Pack Road.

Staff response: The applicant revised the proposed plan to address these issues and include two larger park blocks that provide for a better environment for tree growth and a stronger view terminus for the ESA and drainage channel. Conditions of draft approval have been included to address design related issues and a holding provision (h-198) will ensure that the plan is consistent with the design guidelines in SWAP.

EEPAC

ESA Boundary

The ESA boundary and buffer should be clearly marked in the final EIS so that it may be correctly indicated on other drawings. It should include all of the MAM2-2B community. Table 4.1 on page 4.4 clearly lays out that the Cultural Meadow at the southwest portion of the Study Area meets the Boundary Delineation Guidelines definition as an old field that would fill in a bay. It should be added to the ESA.

Staff Response: ESA boundary issues have been addressed through recommended amendments to the Official Plan and Zoning By-law.

The Cultural Meadow (CUM1) west of Tributary and east of Dingman Creek should be included in the ESA boundary as per the City's Boundary Delineation Guidelines and action be taken to change the mapping in the current Official Plan and London Plan to include it. The ESA lands in the subject property appear from the EIS to be destined to be dedicated to the City. This should occur as soon as possible.

Staff Response: This section (block) is not part of this development application. City staff are working with the applicant to negotiate acquisition of the future development block. This is addressed in the attached conditions of draft approval.

The lands determined to be ESA should be dedicated to the City as soon as possible, and this part of the Lower Dingman Corridor ESA and all other lands owned by the City in the Lower Dingman Corridor ESA be added to the City's management contract with the UTRCA beginning no later than 2016.

Staff Response: This is not an EIS issue. ESA lands will be dedicated through the final approval of the phase containing those lands.

Buffering

A wider buffer should be considered, particularly if a paved path is constructed. Fences with no gates should be required. The subdivider or builder should provide all new homeowners in the subdivision with a guide to living adjacent to an ESA including why no gate should be installed in a fence, why pets should not run loose, which plants to avoid planting adjacent to an ESA, information on the City's Adopt an ESA program, and contact information for Friends of

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Dingman Creek. Within 6 months of 70% build out, the City or the subdivider send all addresses in the subdivision a copy of the City's "Living with Natural Areas" pamphlet to reinforce the homeowner guide. The City review the effectiveness of using a trail/path as a means of mitigating encroachment by regularly visiting the site and reporting the results to EEPAC and / or PEC.

Staff Response: The above noted issues have been addressed through an addendum and included in conditions of draft approval (conditions 17 and 21).

The EIS is considered incomplete until supporting documentation is provided regarding water absorption requirements for the aquatic and hydrologic systems, and for the ability of a no touch buffer to successfully mitigate encroachment. The subdivider be required to provide a landscape plan for the buffer to the satisfaction of a City Ecologist. The plan must include expected outcomes and an appropriate monitoring period.

Staff Response: The above noted issues have been addressed through an addendum.

Small Tributary/West Arm

After the functional design for the SWM facility determines the work proposed for the west arm, there must be a hydrologic study to determine the impacts on the features and functions of the tributary including impact on direct fish habitat and the meadow marsh north of Pack. If damage to the features or their functions is predicted, compensatory mitigation must be provided.

Staff Response: The Municipal Class EA alternative has recommended that this small tributary be piped. Pipe related issues will be addressed at detailed design.

Restoration of Proposed Channel Block

Once the responsibility for channel improvements is identified, the detailed planting program as well as the functional design for the improvements be to the satisfaction of the UTRCA and / or a City Ecologist.

Staff Response: Additional language regarding restoration has been added to the EIS.

Trail/Pathway

Turtle overwintering and nesting surveys be conducted prior to any site alteration within 100 m of candidate SWM for turtle nesting. This includes site alteration for a trail/pathway.

Staff Response: This has been addressed in the EIS. Condition 20 of draft approval requires a conceptual plan for the layout of the walkway and crossings prior to the submission of engineering drawings.

E&PP should convene a Trail Advisory Group (TAG) meeting to provide advice on location and surface type for this amenity as guided by the Trail Guidelines. The TAG should include a representative from Friends of Dingman. The amenity should be created at the beginning of the development process in a location and surface type as determined by the TAG.

No bridge should be constructed over the tributary within the boundaries of the ESA, particularly prior to the identification of the Management Zones as per the Trail Guidelines. When the amenity is provided, concurrently address the invasive species such as buckthorn. No lighting should be installed as suggested on page 7.6 of the EIS. As noted on page 7.7, there will already be an increase in lighting from the development.

Staff Response: Condition 20 of draft approval requires a conceptual plan for the layout of the walkway and crossings prior to the submission of engineering drawings.

Species of Special Concern

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During construction of the subdivision, the subdivider's construction crews should be made aware of turtle identification and that a City or UTRCA Ecologist/Biologist be notified if turtles are observed during construction, particularly during nesting season. Fencing should be constructed and maintained between the ESA buffer and all construction. The EIS be considered incomplete until surveys of culverts are conducted to determine if swallows are nesting. If they are found, nesting kiosks be provided.

Staff Response: Condition 22 requires that no grading occur within any open space areas unless approved by the City Planner. In addition condition 23 require robust silt fencing prior to any site alteration. The issue of nesting swallows will be addressed through design studies as part of any future culvert replacement.

The EIS should either include supporting documentation on this claim (EEPAC would be most interested in it) or delete this section from the EIS. The subdivider should be required to conduct breeding bird surveys, as determined by a City of London Ecologist, post-construction for a period of two years.

Staff Response: The monitoring plan in the EIS has been updated to include additional monitoring in the form of breeding bird surveys.

Fish Habitat

The EIS should be considered incomplete until it demonstrates that the proposed development will result in no Net Loss of the productive capacity of fish habitat or how the stream enhancements will improve it.

Staff Response: The creation of a naturalized vegetated channel where none existed (open agricultural field) should result in a net positive impact on the downstream habitat. This has been identified in the EIS.

Invasive Species

If this is non-native reed canary grass, it should be removed as part of the contract to rehabilitate and enhanced the Tributary. This must be made a condition of the development agreement. The SWM unit be asked to include the removal of buckthorn from the understory of this community in its project budget for the SWM facility for this development.

Staff Response: These are SWMF related issues and not directly dealt with in the EIS.

ELCs

The consultant either revise Figure 2 to include this community or revise Table 4.1 to exclude it.

Staff Response: This issue has been addressed in an addendum.

Net Environmental Effects Assessment

Whoever is responsible for the construction of these improvements, should be responsible for monitoring. Monitoring should take place for at least three springs. One year as suggested on page 7.11 is inadequate. Whoever is responsible for the construction of each of the various parts of this development (City for SWM, proponent for other elements) should be responsible for the removal of invasive species as suggested on page 7.12.

Staff Response: The monitoring section has been updated and these concerns have been addressed.

Construction and Grading Impacts

All storage and refueling/maintenance of equipment must be at least 30 m from the edge of the buffer to the ESA and the Tributary. The UTRCA should approve all work on the channel improvements proposed for the upstream intermittent reaches of the Tributary. E & S controls

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must (rather than should as indicated in the EIS on page 7.6) be implemented prior to the initiation of any construction or grading on the subject property. They must be maintained in good repair.

Vegetated buffer strips should be of vegetation that is consistent with the surrounding area and not include invasive or non-native species - use the City's for Guide to Plant Selection for Natural Heritage Areas and Buffers.

Staff Response: The above noted issues have been addressed. All works on the channel are subject to permits and approvals by the UTRCA.

Environmental Management Plan

The quarterly compliance monitoring reports be sent to Development Services and Environment and Parks Planning. To say that they should be sent "to the City" is insufficient direction. Any impacts on the natural environment from accidents such as run off or sedimentation must be reported immediately to Development Services and E&PP.

Compliance monitoring should continue after assumption or until work adjacent to the ESA is completed, whichever is later. EEPAC is unclear what the consultant means by "while the site is actively being developed/constructed..."

The subdivider and City agree in writing to the responsibility of each in the rehabilitation plans for the Tributary. Clear outcomes for the landscaping and planting be included in contracts for such works, with approval of the Plans be the responsibility of a City Ecologist and/or the UTRCA as appropriate.

Staff Response: The monitoring section of the EIS has been updated and these issues have been addressed.

Union Gas

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

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

Canada Post

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program. Conditions to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post :

- a) include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

- b) the owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes

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iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in affect for buildings and complexes with a common lobby, common indoor or sheltered space.

Staff Response: Canada Post conditions are captured in the standard subdivision agreement.

Upper Thames River Conservation Authority

The subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The Regulation Limit is comprised of riverine flooding and erosion hazards associated with the watercourse features that are located on the property as well as with Dingman Creek which is situated on the lands to the west. 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 UTRCA has indicated they are satisfied with the information provided regarding the slope assessment and additional information, and have requested a final consolidated geotechnical report as part of draft approval.

All issues relating to the floodplain analysis, meander belt assessment and finalizing the EIS can be dealt with through the detailed design studies.

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

Staff Response: Conditions of draft approval(32, 35, 40, 102, 103, 104, 105, and 106) have been included to deal with the issues identified above.

PUBLIC COMMENTS		
PUBLIC LIAISON:	On September 15, 2014, Notice of Application was sent to property owners in the surrounding area. A Notice of Revised Application was sent out July 13, 2015 and also published in The Londoner.	46 Replies
Nature of Liaison: Consideration of a Plan of Subdivision consisting of 177 residential units in the form of single detached dwellings, three (3) medium density residential blocks (Blocks 179-181), one(1) mixed use block (Block 178), four(4) walkway blocks (Blocks 186-189), one(1) future development block (Block 182), two(2) park blocks (Blocks 183 and 184), one (1) open space block (Block 185), a stormwater management block (Block 190) serviced by Pack Road, and six (6) local public streets.		

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Possible Official Plan Amendment to change the designation of a portion of these lands of this plan from “Environmental Review” and “Open Space” to “Low Density Residential” to permit single detached, semi-detached, duplex dwellings and cluster housing at a maximum density of 30 units per hectare and to “ Multi-Family Medium Density Residential” to permit multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged at a maximum density of 75 units per hectare.

Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR4) Zone, a Holding Urban Reserve (h-2*UR4) Zone, an Open Space (OS4) Zone and Open Space (OS5) Zone to:

- a Residential R1 (R1-8) Zone to permit single detached dwellings with a minimum frontage of 15.0 metres (49.2 feet) and a minimum lot area of 600 square metres (6,458 square feet);
- a Residential R6 (R6-5) Zone to facilitate vacant land condominiums and to support a range of low and medium density residential uses such as single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings at a maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- a Residential R8 Zone (R8-4) to support medium density residential uses such as apartment buildings, stacked townhouses and senior citizen apartment buildings with a maximum density of 75 units/ha(30 units/acre) and a maximum building height of 13 metres(42.6 feet);
- a Convenience Commercial (CC6) Zone to permit a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants which service the immediate neighbourhood;
- an Open Space (OS4) Zone to protect lands with existing ecological features and functions.
- an Open Space (OS5) Zone to support conservation and passive recreational uses.

The City is also considering the following amendments:

- The application of a Holding (h) Provision across the subject lands. The holding provision is to ensure the orderly development of lands and the adequate provision of municipal services.

Amend Schedule “B1” – Natural Heritage Features of the Official Plan to refine the boundaries of the “Significant River, Stream and Ravine Corridors” delineation and to remove the “Potential Upland Corridors” delineation in the vicinity of the drainage channel.

Responses:

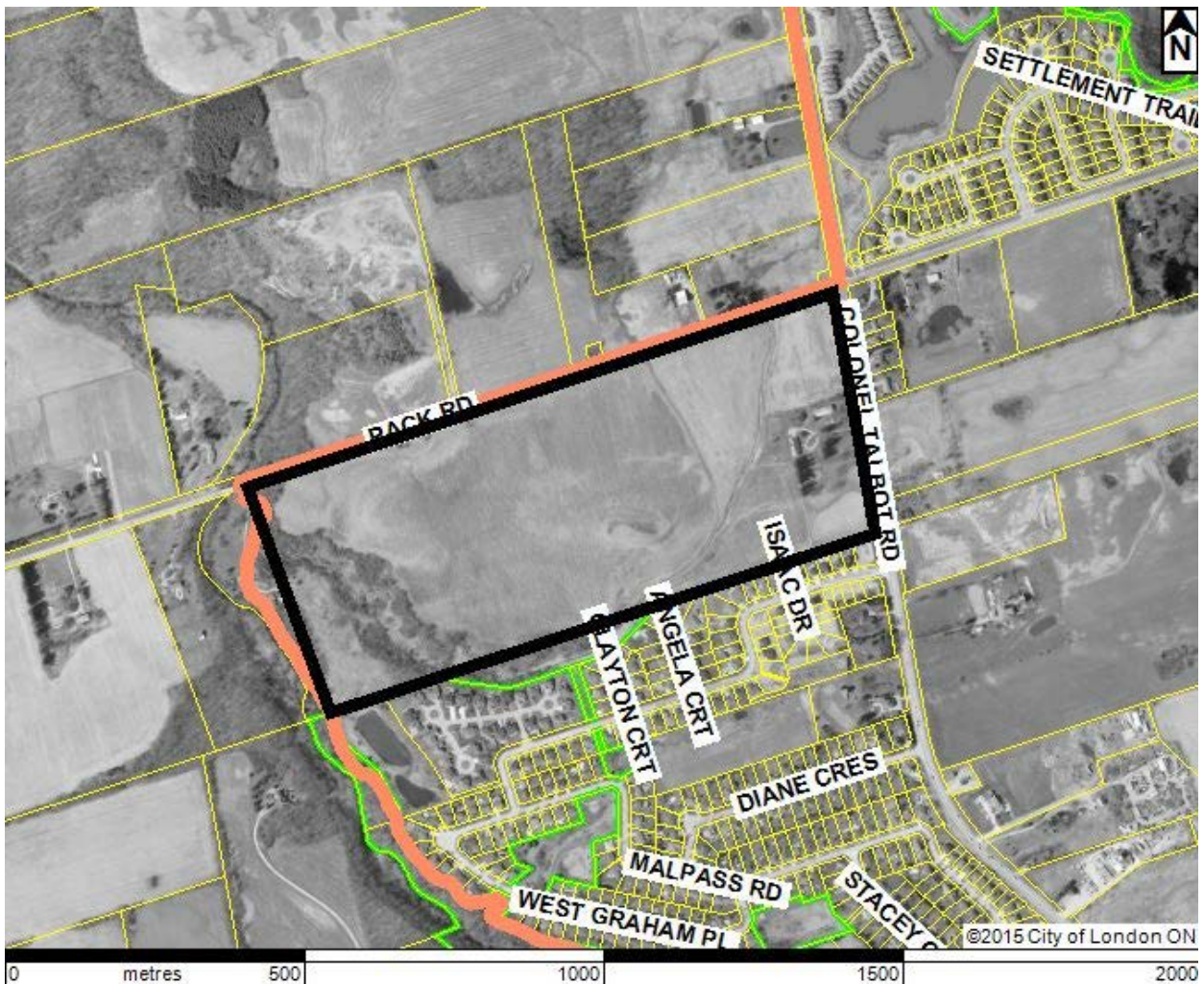
See attached Appendix E

ANALYSIS

EXISTING SITUATION

The subject property is situated in the southwest quadrant of the City of London at the southwest corner of Colonel Talbot Road and Pack Road. The property is within the City of London’s Southwest Area Secondary Plan and forms part of the North Lambeth Residential Neighbourhood.

The site is approximately 40.5 ha (100ac) in size and is situated entirely within the City’s Urban Growth Boundary with frontage along Colonel Talbot Road and Pack Road(both identified as arterial roads).



Residential subdivisions are situated immediately south and to the northeast of the subject site. Agricultural lands, rural residences and naturalized areas surround the balance of the property. The western boundary of the site is adjacent to Dingman Creek corridor.

The land can be characterized as having rolling topography, gradually sloping towards a drainage channel traversing the property. Currently, the property is used for agricultural purposes.

PROVINCIAL POLICY STATEMENT (2014)

These applications have been reviewed for consistency with the 2014 Provincial Policy Statement. It is staff's position that the recommended draft plan of subdivision will provide for a healthy, livable and safe community. The redlined plan provides for 172 large single detached dwelling lots, three (3) medium density blocks and one(1) mixed use medium density block. The plan incorporates larger lots for single detached housing(consistent with development patterns to the south) and medium residential forms of development to assist in meeting projected housing needs. This plan also incorporates a large storm water management block and open space corridor. An Environmental Impact Study was submitted as part of the complete application. The study which addresses all natural heritage issues will be implemented through the recommended zoning and conditions of draft approval.

The proposed uses achieve objectives for efficient development and land use patterns, development of a vacant parcel of land which is located within the City's urban growth area, utilizes existing public services and infrastructure, supports the use of future public transit, and maintains appropriate levels of public health and safety. Additionally this proposal would facilitate residential forms which are compatible with the existing development pattern and provide for a pedestrian oriented development.

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

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PLANNING ACT - SECTION 51(24)

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

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

Development Services staff have reviewed the requirements under section 2 of the Planning Act and regard has been given to matters of provincial interest. As previously noted it is staff’s position that the proposed draft plan is consistent with the 2014 Provincial Policy Statement. There is access to nearby parks and recreational facilities, fitness facilities, medical facilities, and emergency and protective services. No issues have been identified by the School Boards regarding this development and provision for adequate school facilities This area consists of agricultural uses to the north and west, low density residential to the east, and is predominantly single family residential including a mix of single detached dwellings and single cluster housing to the south. The broader area contains a mix of low and medium density residential, commercial and agricultural uses. There is provision for a range of housing forms.

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

The proposed zoning provides for low density residential lots and a mix of medium density forms of housing. There is a restriction on the future development block as it does not have access to a public road and there are no immediate plans to service this block. In order to address this issue, a condition of draft approval has been proposed to ensure this block will be developed with adjacent lands in the future; that proper access be provided through an easement or that the lands be acquired by the Municipality.

There are no natural resources or natural hazards within the subject lands. The owner will be required as a condition of draft approval to construct the necessary utilities and services. The development of the medium density residential uses and convenience commercial uses will be addressed through the Site Plan Approval process.

Parkland is required at a rate of 1 hectare per 300 units pursuant to section 51 of the Planning Act. Municipal water is available to service this development. Municipal services will be provided

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including sewage, water, garbage collection, roads and transportation infrastructure. The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services will be addressed through conditions of draft approval. The proposed draft plan is located in a municipality which actively promotes waste recycling/recovery programs, and will be served by the Blue Box collection and other municipal waste recycling facilities.

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

OFFICIAL PLAN

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

The subject lands are designated “Low Density Residential”, “Medium Density Residential”, “Environmental Review” and “Open Space” on Schedule “A” and a portion of the lands are designated “significant River, Stream and Ravine Corridors” on Schedule “B1”, and “Potential Upland Corridors” on Schedule “B1”.

Residential

The Low Density Residential designation is applied to lands that are developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings, Additionally, multiple-attached dwellings may be permitted where consistent with policy.

The Multi-Family Medium Density Residential designation supports medium density residential uses at locations which enhance the character and amenity of a residential area, and where there is safe and convenient access to public transit, shopping, public open space, recreation facilities and other urban amenities.

Section 3.1. of the Official Plan defines a series of broad goals and objectives for all forms of residential land use within the City. The following policy objectives are of particular relevance to this proposal:

- i) Provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types over the planning period;
- ii) Support the provision of a choice of dwelling types according to location, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied;
- iii) Support the distribution of a choice of dwelling types by designating lands for a range of densities and structural types throughout the City;
- v) Encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities;
- vii) Minimize the potential for land use compatibility problems which may result from an inappropriate mix of: low, medium and high density housing; higher intensity residential uses with other residential housing; or residential and non-residential uses;
- viii) Support the provision of services and amenities that enhance the quality of the residential environment; and,
- x) Promote residential development that makes efficient use of land and services.

The proposed draft plan is consistent with the goals and objectives as outlined above.

The proposal incorporates low density residential lots, three multi-family residential blocks and one mixed use block which provides for a variety of housing types and designs for this area. The plan has been laid out in a comprehensive manner with consideration for the land use transitions between the density forms and existing adjacent land uses. This proposal supports a mix of density compatible with surrounding residential development and building placement. The development of the medium density residential blocks will utilize design techniques in order to mitigate impacts on the future low density development within this draft plan and the existing low

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density residential development to the south. It should be noted that the existing low density residential to the south of the subject land will be largely buffered from the proposed development by the open space corridor. The proposed open space corridor, pathways, two parks and commercial will integrate urban design and landscaping components through holding provisions to ensure that the final product will be an aesthetically-pleasing residential neighbourhood. The pathways also promote active transportation opportunities and provide connectivity with the City's trail system and road network.

As shown on the concept plan below, the proposed draft plan will accommodate multi-family medium density residential forms of housing and commercial uses along the Colonel Talbot Road frontage. The intensity of development as shown in the graphic below will lessen in intensity as it approaches the drainage channel and existing residential area to the south. These uses will provide access to on-site amenities, shopping and public open space. Special provision zoning and holding provisions will ensure that development is consistent with design objectives.

Concept Plan – Colonel Talbot Frontage



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Commercial

The application proposes convenience commercial uses within a mixed use block (Block 173 – as shown above) situated at the corner of Pack Road and Colonel Talbot Road, as shown in the above plan and rendering.

Within the North Lambeth Residential Neighbourhood a limited range of Convenience Commercial uses may be considered within the Multi-Family Medium Density Residential designation. There are no specific criteria for locating convenience commercial uses within SWAP. Therefore, the Official Plan criteria must be used to determine if the proposed location for convenience commercial uses is appropriate.

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

The proposed commercial is at the corner of a major intersection. The applicant is proposing one building to be developed at the intersection of Colonel Talbot Road and Pack Road with a convenience commercial floor area of less than 1,000 square metres. Staff contend that this is an appropriate location for convenience commercial uses.

Open Space

The Open Space designation is applied to lands which are to be maintained as park space or in a natural state. These lands include public and private open space, flood plain lands, lands susceptible to erosion and unstable slopes, and natural heritage areas which have been recognized by Council as having city-wide, regional, or provincial significance.

The proposed subdivision incorporates measures to preserve and enhance the natural heritage features. Currently the main drainage channel traversing the property and near the western boundary of the site commonly referred to as Mathers Stream, is designated Open Space. As previously noted, the 2015 Dingman Creek No. B-4 Stormwater Management Facility and Tributary Channel Improvement/Modification Municipal Class Environmental Study recommends and provides direction for the enhancement of Mathers Stream. In conjunction with the implementation of the draft plan, the subsurface drain installed within this tributary is to be removed to allow for the naturalization of the watercourse, enhance the stormwater drainage, support fish habitat and provide a valuable amenity feature within this development. This designation will be realigned to clearly define the channel.

This corridor will provide a buffer between the low density residential to the west and medium density residential to the east. The existing natural heritage area also provides a buffer between the existing neighbourhoods to the south of the subject lands.

A linear parkway system is proposed to be established within the naturalized drainage corridor to provide an amenity area for residents. Proposed pathways will be integrated into this corridor to provide pedestrian and bicycle connections throughout the site and linkages to the City's pathway system

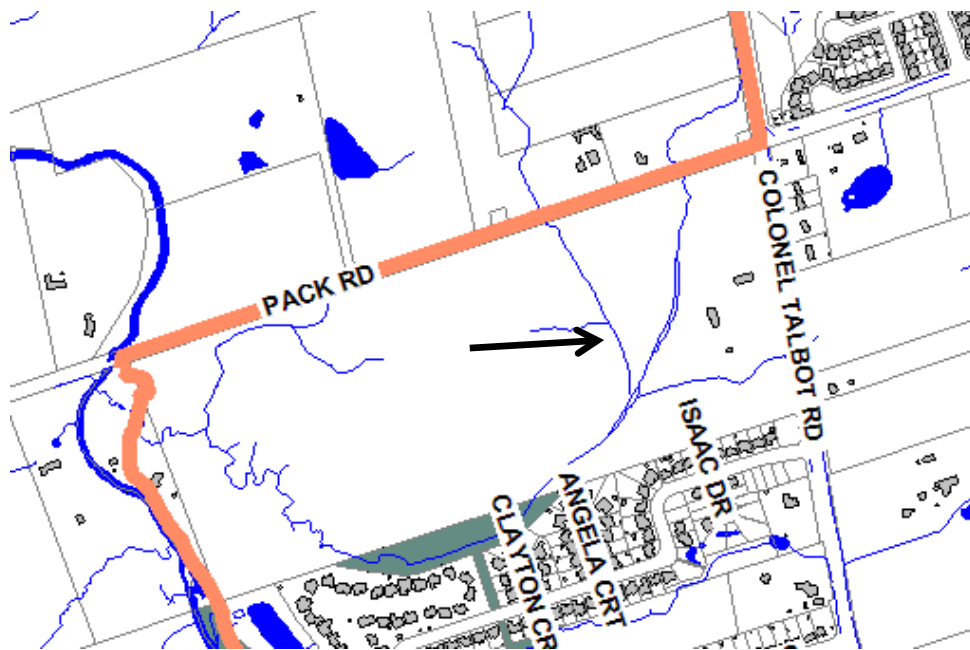
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Environmental Review

In addition to the natural heritage areas which are included in the Open Space designation, there are additional lands which may contain significant natural features and important ecological functions which should be protected. These areas, which have been identified through the Subwatershed Planning Studies, are designated as Environmental Review on Schedule "A" and protected from activities that would diminish their functions pending the completion of a detailed environmental study.

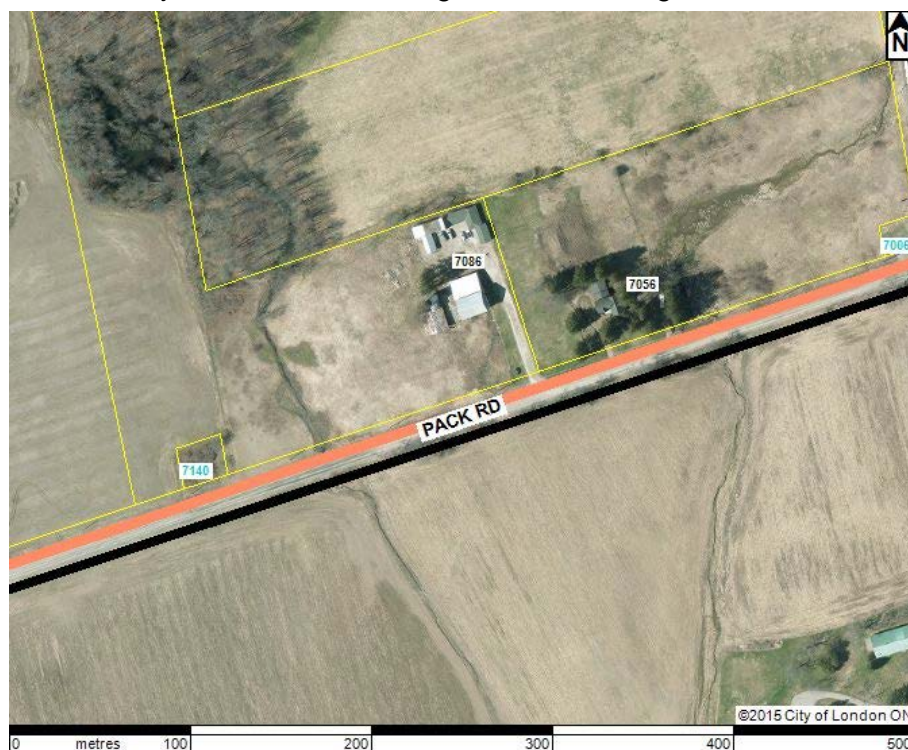
The Environmental Review designation applies to a small intermittent drainage tributary which discharges to the main drainage channel in the vicinity of the planned Isaac Drive crossing.



As noted above, a proposed amendment to redesignate the secondary tributary channel from Environmental Review to Low Density and Multi-Family Medium Density Residential has been requested. This amendment is consistent with the Dingman Creek No. B-4 Stormwater Management Facility and Tributary Channel Improvement/Modification Municipal Class EA accepted by Council in 2015 which recommends piping of the intermittent tributary(which is located on the eastern portion of this draft plan) to maximize the land area serviced by the swm pond. A flood plain analysis was also conducted in support of this change and is discussed in more detail under the Natural Heritage Section of this report.

Agriculture

To the north of the subject lands there are agricultural buildings.



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The property in question to the north, 7086 Pack Road, is zoned Agricultural Commercial (AGC2) which does not permit the housing of livestock and/or storage of manure and therefore is exempt from MDS applicability. After a thorough review, staff have concluded that the Ministry of Agriculture and Food Minimum Distance Separation (MDS) regulations do not apply based on the lack of potential for housing of livestock on these lands. Therefore, it is not anticipated that the surrounding land uses will have a negative impact on future residents within this subdivision.

SOUTHWEST AREA PLAN(SWAP)

Where they are more prescriptive in nature, the SWAP Secondary Plan policies supersede the policies of the Official Plan. The following residential policies relate to SWAP.

Residential

The lands are located in the North Lambeth Residential Neighbourhood. The Southwest Area Plan (SWAP) designates the subject lands Low Density Residential, Medium Density Residential and Open Space. The Low Density Residential(LDR) policies require residential development to be at a minimum density of 18 units/ha and a maximum density of 35 units/ha. The Medium Density Residential(MDR) policies require residential development to be at a minimum density of 30 units/ha and a maximum density of 75 units/ha.

Based on the designations which apply to these lands(save and except the future development block which is not developable at this time due to lack of access and servicing options), the development potential for low and medium density residential development is as follows:

**Potential Unit Count
Based on SWAP Designations and Densities**

	Low Range (LDR-18uph/MDR – 30uph)	High Range (LDR – 35uph/MDR – 75uph)
LDR (13.7 ha)	246	479
MDR (9.2 ha)	276	690
Total Units	522 units	1169 units

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SWAP includes a provision that allows for consideration of lower than minimum densities based on:

- the size of the parcel;
- the amount of land not designated for low density residential development that could develop to meet the overall intensity of development contemplated for the neighbourhood;
- the pattern of development, including roads and parks; or
- opportunities to provide for a range and mix of housing types and/or a range and mix of lot sizes that meet the intent of the neighbourhood housing mix.

Based on the pattern of development to the south (larger lot singles) the applicant has designed this draft plan to have single detached housing compatible with the existing lot fabric of adjacent lands. As a result there 172 single detached lots within the central portion of the plan. In order to achieve unit counts in the range identified in the Southwest Area Community Plan(as noted above) minimum densities were required for the remainder of low density and medium density multi-family blocks. By applying a minimum/maximum density to blocks 173, 174, 175 and 176 the following unit counts can be achieved:

**Actual Unit Count
Based on Proposed Minimum Densities**

	Units
LDR (lots 1-172)	172
LDR/MDR (Block 176)	35 (based on minimum density of 14 uph)
LDR (Block 175)	33 (based on minimum density of 18 uph)
MDR (Block 173)	145 (based on minimum density of 70 uph)
MDR (174)(North Portion)	101 (based on minimum density of 70 uph)
MDR (174)(South Portion)	40 (based on minimum density of 30 uph)
Total	526 units

The medium density residential development proposed along a portion of Pack Road and along Colonel Talbot Road is in a location that provides access to on-site amenities and nearby shopping, cultural and recreational facilities. A conceptual plan has been designed for the medium density residential blocks. A holding provision has been recommended to ensure the building scale and articulation is designed in a manner to promote compatibility with adjacent land uses and the surrounding natural setting and all medium density blocks are oriented towards the street, including any and all streets that are adjacent to the proposed block. For blocks fronting arterial roads, street oriented built form may be achieved in several configurations such as: stacked townhouses, back to back townhouses, or a double row of townhouses with rear lane access garages. This will be addressed in greater detail through the Site Plan Approval process. It is staff's opinion that the recommended minimum densities will assist in achieving the overall objectives of development potential for these lands as identified in SWAP.

Mixed- Use

The SWAP permits a limited amount of personal service and convenience commercial uses within the medium density residential areas in the North Lambeth Neighbourhood. As noted above, there are no specific criteria for locating convenience commercial uses within SWAP. Therefore, the Official Plan criteria must be used to determine if the proposed location for convenience commercial uses is appropriate. As previously noted in the Official Plan section of this report, staff contend that this proposed convenience commercial zoning amendment at the southwest corner of Colonel Talbot and Pack Rd is appropriate.

NATURAL HERITAGE/OPEN SPACE/PARKS

As previously noted, Dingman Creek No. B-4 Stormwater Management Facility and Tributary Channel Improvement/Modification Municipal Class Environmental Study which was accepted in

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2015 evaluated a number of storm water servicing alternatives for these lands. This background information served as a basis for the applicants Environmental Impact Study.

Stantec Consulting Ltd. was retained by the applicant to conduct an Environmental Impact Study (EIS) for this parcel to identify any natural heritage features and functions on the site and identify potential direct and indirect impacts from the proposed development. The EIS identified natural features and functions including an ESA at the southwest corner of the site and along the main drainage channel. Through the EIS (and addendums) it has been demonstrated that the Draft Plan has been configured around the natural components.

A small drainage tributary is located on the subject site which discharges to the main drainage channel in the vicinity of the planned recreational crossing. This is proposed to be decommissioned and discharges will be conveyed by a proposed pipe that follows the alignment of the existing western branch. This is supported by the above noted accepted EA. Stantec Consulting Ltd. conducted a floodplain analysis and concluded that existing channel from Culvert 2 can be diverted to the downstream side of Culvert 3 via a proposed storm sewer with sufficient capacity to convey the predevelopment 250-year peak discharge.

The main drainage channel is proposed to be improved from the downstream side to the location of the existing tributary confluence to accommodate the flow diversion from the proposed decommissioned small drainage tributary.

The proposed channel improvements provide the following opportunities to improve the existing channel system:

- The existing ditch inlet catch basins and field tiles will be removed to improve aquatic habitat by keeping baseflow within the channel;
- The undisturbed stream corridor limits will be increased from the existing typical width of approximately 10 m to a minimum of 37 m;
- The proposed channel will incorporate natural channel design elements including meanders, pools, riffles, and runs to provide more diverse aquatic habitat opportunities than the existing channel; and
- The proposed stream corridor and associated floodplain limits will be clearly defined to mitigate the possibility of future encroachments.

The proposed channel corridor includes:

- A meandering low-flow channel with sufficient capacity to accommodate the post development 2-year peak discharge;
- A floodplain with sufficient capacity to accommodate the post-development 250-year peak discharge;
- A proposed multi-use pathway;
- A proposed single span pedestrian bridge that will not encroach within the proposed floodplain limits;
- Drop structures to provide sufficient cover over the upstream proposed sanitary sewer crossing and to mitigate the possibility of channel erosion.

The preliminary channel improvement design was developed to establish proposed floodplain limits. As design proceeds, a fluvial geomorphological assessment will be performed to identify erosion thresholds for both the proposed channel improvements and the downstream natural channel reaches, establish erosion control criteria for proposed SWM facilities, and to develop design guidelines for the proposed channel improvements.

Neighborhood parks are planned for Blocks 178 and 179 to provide residents with access to playground equipment and other recreational facilities and to function as view corridors and direct linkages to the proposed pathways system.

Required parkland dedication is calculated, pursuant to section 51 of the Planning Act, 1 hectare per 300 units was applied because it was determined that was the greater of the two. Parkland dedication calculations for the proposed development are listed in the table below. It is the expectation of Environmental and Parks Planning that the required parkland dedication will be partially satisfied through the dedication of open space and a park blocks within the

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subdivision and cash-in-lieu of parkland for the balance.

Land Use (Block)	Area (ha)	Requested Max Density	Projected Units	Expected Dedication (ha)
Single Detached Residential Lots 1–172	14.225		172	0.573
Medium Density Residential Block 173	2.092	59.2	145	0.483
Medium Density Residential Block 174	2.778	45.3	141	0.470
Medium Density Residential Block 175	1.847	17.8	33	0.110
Medium Density Residential Block 176	2.492	29.6	35	0.246
Approximate Parkland Required				1.882 ha
Park Blocks 178-179	0.317	1:1		0.79
Open Space Block 180	6.653	27:1		0.246
Required Pathway Block 181	0.507	5m wide – to be fully dedicated		0.0
Additional Pathway Block 181	0.304	3m wide, included as parkland (1:1)		0.304
Required Pathway Block 182	0.113	5m wide – to be fully dedicated		0.0
Additional Pathway Block 182	0.068	3m wide, included as parkland (1:1)		0.068
Required Pathway Block 183	0.136	5m wide – to be fully dedicated		0.0
Additional Pathway Block 183	0.136	3m wide, included as parkland (1:1)		0.136
Parkland Provided				1.544 ha
Under Dedicated				0.338 ha

The plan identifies 8-10 metre wide pathway blocks. As per Council policy, a portion of these blocks, 5 metres in width, is to be dedicated to the City. The applicant will receive a parkland credit for the balance of the land to be dedicated (3-5 metres).

The Official Plan generally requires neighbourhood parks to be flat and well drained in order to accommodate a variety of neighbourhood recreational activities. However, in certain situations the Plan does permit the City to accept parkland dedication that contains significant vegetation and hilly topography. The Plan further notes that these lands will be accepted at a reduced or constrained rate. Block 177 is located within the regulatory flood plain and as such would be accepted as parkland at a rate of 27:1.

Conditions of draft approval are included to address:

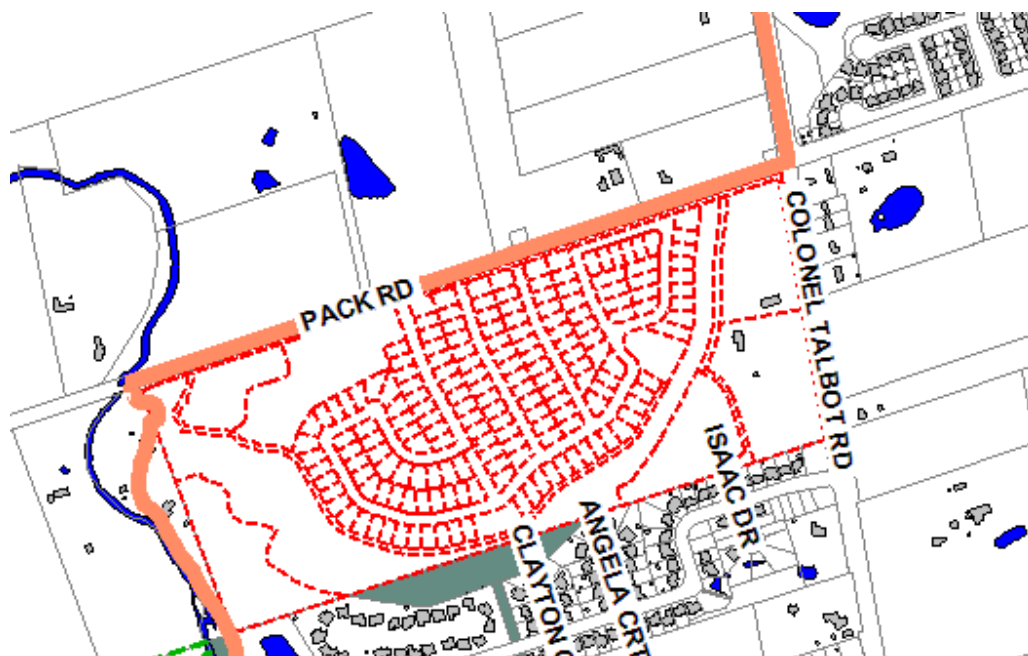
- conceptual plans for alignments and walkways, a study to determine the westerly limit of Block 177;
- pathways and ecological buffers;
- fencing along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks;
- conceptual plans parks; and,
- tree preservation to ensure the preservation of quality specimen trees on the site and to ensure the removal of hazardous trees.

Site Contamination

The former Westminster Landfill is situated on the north side of Pack Road. Water testing was conducted to determine if there was any evidence of leachate through groundwater from the former landfill site. A geotechnical investigation of the subsoil and groundwater conditions was also conducted. The Solid Waste Management Division has reviewed the findings and is satisfied that the former Pack Road Landfill located to the north of the subdivision will not have an impact on the development.

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SUBDIVISION DESIGN



The proposed draft plan incorporates the following:

- Three medium density residential blocks, one situated along Pack Road, one along Colonel Talbot Road and one along the frontage of the Isaac Drive extension. The total area combines a total development area of approximately 7 hectares (17 acres).
- One mixed use block situated at the corner of Pack Road and Colonel Talbot Road. The total area is approximately 2 hectares (5 acres) in size and is proposed to provide convenience commercial opportunities at the corner along with residential apartment buildings.
- Low density residential, situated along Pack Road, along the ESA and drainage channel, and interior to the subdivision. The total area is approximately 13 hectares (32 acres) and accommodates approximately 172 units.
- Future development block situated near the southwest corner of the site approximately 2 hectares (5 acres) in size.
- Internal street layout integrating a grid type system with three accesses off of Pack Road and internal local street connections.
- Pathways and setbacks along the natural heritage feature and main drainage channel totalling approximately 1 hectare (3 acres). These will be integrated into the open space corridor and provide linkages to the multi-use pathway system.
- Two neighbourhood parks situated along the proposed pathway totalling an area of 0.7 hectares (1.7 acres). These will provide areas for active and passive recreational activities and connectivity to the natural heritage corridor and pathway system.
- Open Space area situated along the main drainage channel and adjacent to the Dingman Creek Corridor totalling approximately 6 hectares (16 acres)
- A stormwater management block situated along Pack Road at the northwest area of the site. This block totals approximately 1 hectare (3 acres).

Road Pattern

The internal road pattern layout is a modified grid system with three accesses to Pack Road and six proposed streets which provides excellent vehicular and pedestrian accessibility to the arterial road system, as well as safe and convenient access internally through the site. The local street integrates looped roads and a window street feature which enhances internal connectivity, promotes active transportation, provides for street oriented design to Pack Road a

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Planner: Alanna Riley

and facilitates traffic calming. Access to the multi-family residential blocks is proposed through private road connections from Colonel Talbot Road and Isaac Drive.

Lotting Pattern

The single detached lots are on average approximately 755 m2(8,127sqft) in size. The lots to the south are on average 700 m2 – 900 m2(7,535 sq ft – 9,688 sq ft) in size. The minimum proposed lot areas for this draft plan are within the range of lot sizes in this area and are considered appropriate.

Housing

The proposal incorporates a variety of housing choice by allocating lands for a variety of low and medium density residential forms at appropriate locations within the subject site. The medium density blocks along Colonel Talbot will be developed for a range of townhouse and apartment complexes. The Mixed Use block also encourages intensive, transit supportive development at the corner of Pack Road and Colonel Talbot. This enhances the corner and offers the residents commercial services within close walking distance.

Placemaking and Urban Design

The Placemaking Guidelines were adopted by the City to ensure livable communities and provide an identifiable character, sense of place, and a high quality of life for new subdivision development. The proposed subdivision provides for larger lot sizes which will address the needs of a certain portion of the London housing market. Linkages to the Open Space and Park Blocks will allow the general public to access this area and provide for a potential connection in the future to the multi-use pathway system in the City. It should be noted that staff requested the applicant to provide an additional walkway at the westerly limit of the single detached lots, however due to grade challenges this was not possible. The development is proposed to be a high quality attractive community designed with special attenuation to landscaping and the engagement of future buildings with the streetscape. Overall, this subdivision will be successfully integrated within this neighbourhood meeting the intent of the Placemaking principles.

Section 20.5.3.9 – Urban Design in the Southwest Area Secondary Plan requires that garages be recessed back from the main building/porch, as well as garage doors being a maximum of 50% of the lot frontage. It also requires enhanced side elevations. A special provision has been included in the recommended zoning to address this.

SERVICING

Sanitary

The existing subdivisions to the south are serviced by the South Winds Pumping Station that carries flows to the Oxford Pollution Control Plan. The capacity of the existing pump station can be upgraded to accommodate a portion of the proposed development. Two permanent sanitary outlets are required for full development of this plan based on site topography and capacity available in the existing sewers. It should be noted that while the Colonel Talbot sewer has sufficient capacity, a significant amount of fill will be required to ensure gravity flow.

Stormwater Management

The existing tributary that crosses the property discharges to Dingman Creek system near the northwestern limit of the site. Surface water balance to the ESA portion of this drain will be an important element of the stormwater design for the site to ensure that there are no significant net changes in surface water.

Future design studies will be required to demonstrate that the SWM strategy is consistent with the Dingman Creek Subwatershed Study, the accepted Dingman Creek No. B-4 Stormwater Management Facility and Tributary Channel Improvement/Modification Municipal Class

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Environmental Study and has regard for the proposed land use pattern and applicable standards and guidelines.

Water

A 600mm diameter watermain exists along Colonel Talbot Road and a 200mm diameter distribution watermain on Isaac Drive. An extension of the water service is required along Pack Road. Service connections are proposed to be provided to each lot and development block within the proposed plan. The site will be serviced by the City's low pressure system as it is below the 273 m elevation.

Transportation

The subdivision proposes six (6) local public streets with connections to Pack road via Street 'S', Street 'B' and Street 'C'. The street connections and internal street layout provides for convenient and safe connectivity for both vehicles and pedestrians. The developer will be required to construct a restricted right in/right out access to Street B at Pack Road to ensure safe turning movements to Streets A and C from Pack Road.

ZONING

The subject lands are currently zoned Urban Reserve UR4 and Holding Urban Reserve (h-2.UR4)

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

- Lots 1- 172 - a Residential R1 Special Provision (h.h-100.R1-8()) Zone to permit single detached dwellings with a minimum frontage of 15.0 metres (49.2 feet), a minimum lot area of 600 square metres (6,458 square feet), garages shall not project beyond the façade of the dwelling or façade (front face) of any porch and shall not occupy more than 50% of lot frontage;
- Block 176 - Residential R6 Special Provision (R6-5()) Zone to permit a range of low and medium cluster housing in the form of single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings at a minimum density of 14 units/ha(6 units/acre), and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- Block 175 - R6 Special Provision (R6-5()) Zone to permit a range of low and medium cluster housing in the form of single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings at a minimum density of 18 units/ha(7 units/acre), and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- Block 174 - Residential R6 Special Provision (R6-5()) Zone to permit a range of low and medium density residential uses such as single detached dwellings, semi-detached dwellings, stacked townhouses, apartment buildings and at a minimum density of 30 units/ha(12 units/acre)and maximum density of 35 units/ha(14 units/acre), and a maximum building height of 10.5m(34.4 feet);
- Block 174 - a Compound Residential R6 Special Provision/R8 Special Provision (R6-5()/R8-4()) Zone to permit medium density residential uses such as apartment buildings, stacked townhouses and senior citizen apartment buildings with a minimum density of 70 units/ha(26 units/acre) and maximum density of 75 units/ha(30 units/acre);
- Block 173 - a Compound Residential R6 Special Provision/R8 Special Provision/ Convenience Commercial (R6-5()/R8-4()/CC6) Zone to permit medium density residential uses such as single detached, semi-detached, duplex, triplex, apartment buildings, stacked townhouses and senior citizen apartment buildings with a minimum density of 70 units/ha(29 units/acre) and maximum density of 75 units/ha(30 units/acre), and in addition to the above noted uses, a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants which service the immediate neighbourhood;
- Block 173 – a Convenience Commercial (CC6) Zone to permit convenience commercial uses.

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- Block 177 – a Holding Urban Reserve (h-2.UR4) Zone as there is no development plan for these lands at this time;
- Block 184 – Open Space (OS4) Zone for SWM facility;
- Block 180 – Open Space (OS5) Zone for the main drainage corridor and lands in the vicinity of the Dingman Creek channel; and
- Block 178, and 179– Open Space (OS1) Zone for both parks.

Residential

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

The applicant is proposing to amend the Zoning By-law to permit single detached dwellings under the R1-8 Zone. This zone permits single detached dwellings on lots with a minimum lot frontage of 15 metres. Based on the similar zoning of single detached lots to the south, the proposed zoning for single detached dwellings is appropriate and in keeping with the intent of the City’s Zoning By-law.

The applicant has proposed multi-family development along Pack Road adjacent to the SWM Block, at the corner of Pack Road and Colonel Talbot, along Colonel Talbot Road and along the Colonel Talbot Road corridor. The proposed zones with recommended densities and height will ensure the development is appropriate and in keeping with the intent of the Medium Density Residential Policies of the Official Plan.

Commercial

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

The applicant is proposing to change the zoning to include a Convenience Commercial (CC6) Zone to permit a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants which service the immediate neighbourhood. These proposed uses offer a form of mixed use development for the proposed development to service the convenience needs of existing and proposed residential.

Open Space

Two neighbourhood parks are planned for this subdivision to provide residents with access to playground equipment and other recreational activities, and also for direct linkages to the proposed pathway system. These parks are proposed to be zoned OS1.

The main drainage corridor and lands in the vicinity of the Dingman Creek channel are proposed to be zoned (OS5) to support conservation and passive recreational uses. An Environmental Impact Study (EIS) was prepared which identified any natural heritage features and functions on the site and potential direct and indirect impacts from the proposed development. Open Space (OS5) zoning has been recommended, based on findings of the EIS, to protect these ecological features and functions.

Future Block

Block 177 is labelled on the draft plan of subdivision as a future development block. Currently, there is no access to this block and further studies need to be conducted. Existing zoning is recommended to remain and draft conditions have been included for the block to ensure the lands are either dedicated to the City or consolidated with lands to the west and for additional studies to be completed to determine the development limit.

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Planning Impact Analysis

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

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

Holding Provisions

Holding provisions have been recommended as follows:

1. The 'h' holding provision is implemented to address servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer, and the entering of a subdivision agreement.
2. The 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available, to the satisfaction of the City Engineer.
3. The 'h-198' holding provision is implemented to encourage street oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan, to the satisfaction City of London.

Red Line Revisions

The following redline revisions are recommended to ensure the plan conforms with the Southwest Area Plan and the Official Plan(as amended)

- i) Relocate the radii on Street 'D' at the intersection of Street 'A' to be located out of the intersection
- ii) Revise Block 177 to be Open Space or Urban Reserve
- iii) Clearly delineate the approved erosion/hazard setback limits
- iv) Provide daylighting triangle at Colonel Talbot Road and Pack Road
- v) Revise road connections, if necessary, to Pack Road if sight decision distances are inadequate
- vi) Provide and identify road widenings and widths on Pack Road and Colonel Talbot Road. Ensure correct widths to adhere to Z-1 By-law.
- vii) The Owner shall eliminate/limit the bulge in the curb line on Street 'E' to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots.
- viii) Street 'A' from Pack Road to 45 metres (150') south has a minimum road pavement width (excluding gutters) of 11.0 metres (36.1') with a minimum road allowance of 22.5 metres (75'). The widened road on Street 'A' shall be equally aligned from the centreline

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- of the road and tapered back to the 8.0 metres of road pavement width (excluding gutters) and 20.0 metres of road allowance width for this street with 30 metre (100') long tapers on both street lines.
- ix) Street 'C' from Pack Road to 30 metres (100') south has a minimum road pavement width (excluding gutters) of 10.0 metres (32.8') with a minimum road allowance of 21.5 metres (70'). The widened road on Street 'C' shall be equally aligned from the centreline of the road and tapered back to the 8.0 metres (26.2') of road pavement width (excluding gutters) and 18.0 metres (66') of road allowance width for this street with 30 metre (100') long tapers on both street lines.
 - xi) Identify all radii in accordance with City Standards.
 - xi) Clearly delineate block limits
 - xii) Revise minimum centreline radii on Street 'F', between Park Block and Lot 150 to conform to City standards
 - xiii) The SWM block, Block 184, may need to be resized to be in accordance with the final accepted Municipal Class Environmental Assessment (EA) Study for Storm/Drainage and Storm Water management (SWM) Servicing and Tributary Improvement/Modification Works for the Dingman Creek No. B-4 SWM Facility and the final Functional SWM Report.
 - xiv) Provide additional land or right-of-way to accommodate an additional pipe, if necessary, to divert the existing tributary (general near east entrance road) to the main tributary watercourse, to the satisfaction of the City Engineer.
 - xv) Revise Lot 1 and Lot 2 property line to connect perpendicular to Pack Road street line and adjust lot lines accordingly.

Public Comments (Refer to Appendix E attached)

A summary of the public concerns are outline below. However, it is important to note that two developer led community meetings were held and it has been indicated to staff most public concerns have been alleviated.

1. Sewage Capacity

Through this process, staff acknowledged neighbourhood concerns regarding sewage capacity. The existing subdivisions to the south are serviced by the South Winds Pumping Station that carries flows to the Oxford Pollution Control Plant. The station and the downstream sewers have capacity for the proposed subdivision pending upgrades. Staff have included specific conditions of draft approval relating to these sewer upgrades.

2. Impacts on Natural Heritage

An EIS was conducted by Stantec Consulting Ltd. to evaluate the potential impacts of the subject development on the Natural Heritage system. This report was submitted and reviewed by the City and UTRCA. Subsequent to this report, further memos and letters were submitted to resolve issues identified by staff. The buffers identified are considered sufficient to establish the lot lines adjacent to the natural heritage features for this development.

3. Relocation of the SWM pond

The original submission showed the SWM pond in the vicinity of the future development block. The current draft plan shows the SWM pond in a different location than originally planned based on the approved EA. Zoning is recommended to remain on the future development block and draft conditions have been included for the block to ensure the lands are dedicated to the City or consolidated with land to the west.

4. Density

Concerns have been raised by area residents about the proposed density on the multiple residential blocks. The developer has met with the community to try and address their concerns. The proposed apartment buildings are four storeys in height, and special provisions have been recommended to address maximum densities. Also holding provisions have been recommended to address Urban Design. The densities that have been recommended are the minimum required to fulfill the objectives of SWAP.

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5. Property Values

There is no Planning based information that land values will be affected by this development proposal.

6. Mixed Use Development

The proposed commercial is located at the corner of Pack Road and Colonel Talbot Road to provide convenience services for the neighbourhood. The developer has advised community meetings have been held and this is no longer a concern.

7. Impacts on the ESA if Block 177 is developed

Planning staff have recommended the zoning remain Urban Reserve at this time. An EIS and rezoning will be required in the future to develop this block.

8. Traffic Flow

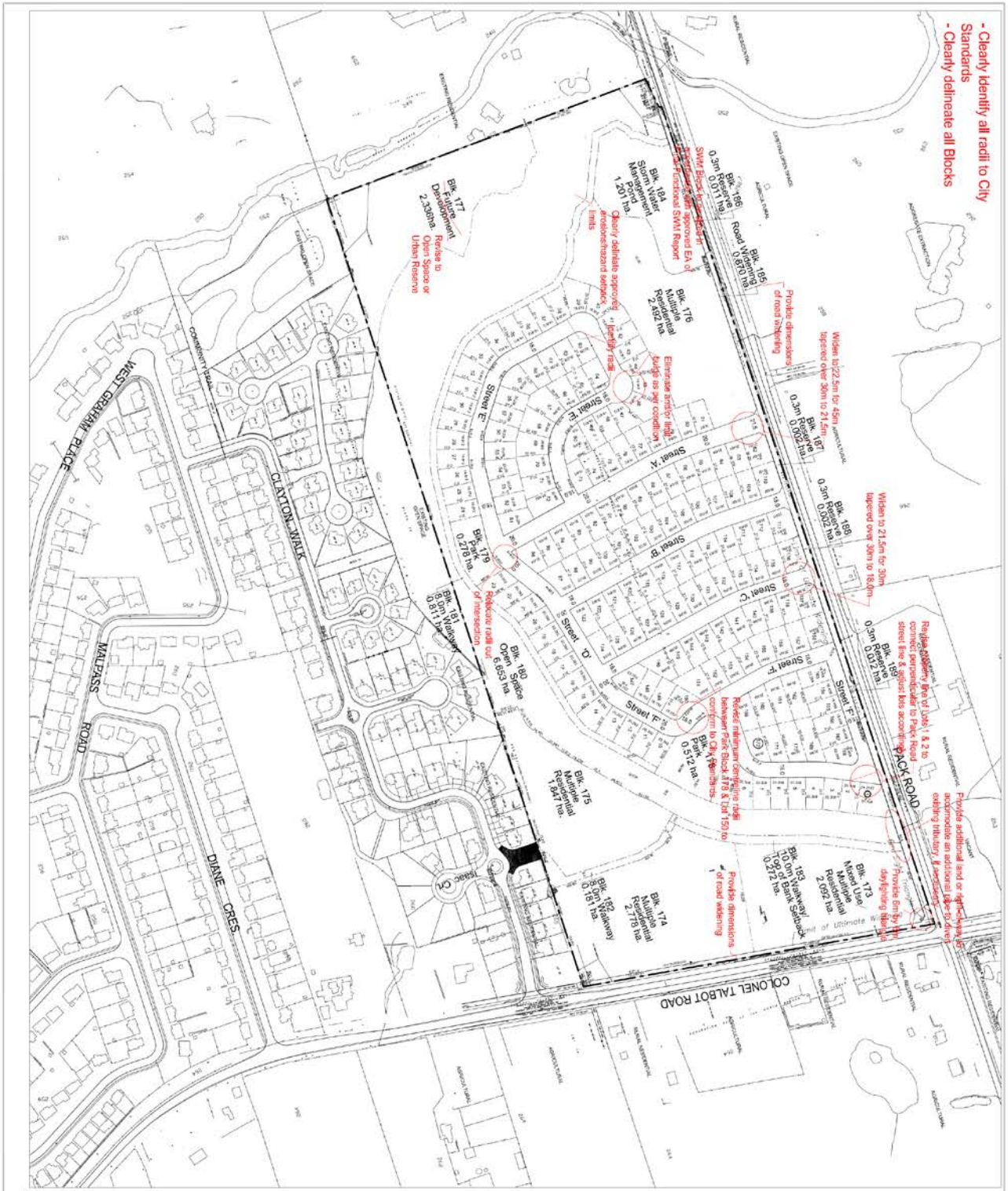
There is no proposed public road from Isaac Court into the proposed subdivision. Access to Block 175 will be from a private drive which will not allow for cut through traffic. Also, there will be access off of Colonel Talbot Road for Block 173. Transportation has not identified any concerns relating to a substantial increase in traffic on adjacent roads.

9. Phasing

This will be addressed at the Design Study stage.

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RECOMMENDED REDLINE PLAN



- Clearly identify all radii to City Standards
- Clearly delineate all Blocks

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC

DATE: April 13, 2015
PLAN NO.: 1044-1F
SCALE: 1:1,000
SHEET BY: LAC
CHECKED BY: []

DRAFT PLAN OF SUBDIVISION
Sheet No. 1 of 1

NO.	DATE	DESCRIPTION	BY
1	Oct 20, 2013	Approved by the Planning Board	[]
2	May 10, 2015	Approved by the Planning Board	[]

Project Information:
 Project Name: []
 Location: []
 Owner: []

Scale: 1:1,000
North Arrow: []

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Planner: Alanna Riley

CONCLUSION

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

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

“Attach”
AR/ar

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2014\39T-14504 - 3493 Colonel Talbot Road (AR)\Second Submission\FINAL.docx

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Appendix “A”

Bill No. (number to be inserted by Clerk's Office)
2016

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

A by-law to amend the Official Plan for the City of London - 1989, relating to 3493 Colonel Talbot Road

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

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – January 26, 2016
Second Reading – January 26, 2016
Third Reading – January 26, 2016

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation for a portion of the subject site from Open Space to Low Density Residential and Multi-Family Medium Density Residential; from Environmental Review to Low Density Residential and Multi-Family Medium Density Residential; and from Open Space to Low Density Residential in order to more accurately reflect the boundary for the main drainage channel on Schedule "A", Land Use, to the Official Plan for the City of London.
2. To change the boundaries of the Significant River, Stream and Ravine Corridors delineation and to remove the Potential Upland Corridors Schedule "B" – Flood Plain & Environmental Features to the Official Plan for the City of London.
3. To change a portion of the subject site from Open Space and Environmental Review to Low Density Residential and Multi-Family Medium Residential to more accurately reflect the boundary of the main drainage channel on Schedule "4", Schedule "6", Schedule "9", and Schedule "12", to the Southwest Area Plan.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located 3493 Colonel Talbot Road in the City of London.

C. BASIS OF THE AMENDMENT

The proposed Environmental Review designation, Open Space designation, Low Density Residential designation and Multi-Family Medium Density designation amendments reflect the outcome of a Municipal Class EA and EIS to refine the boundary for the main drainage channel.

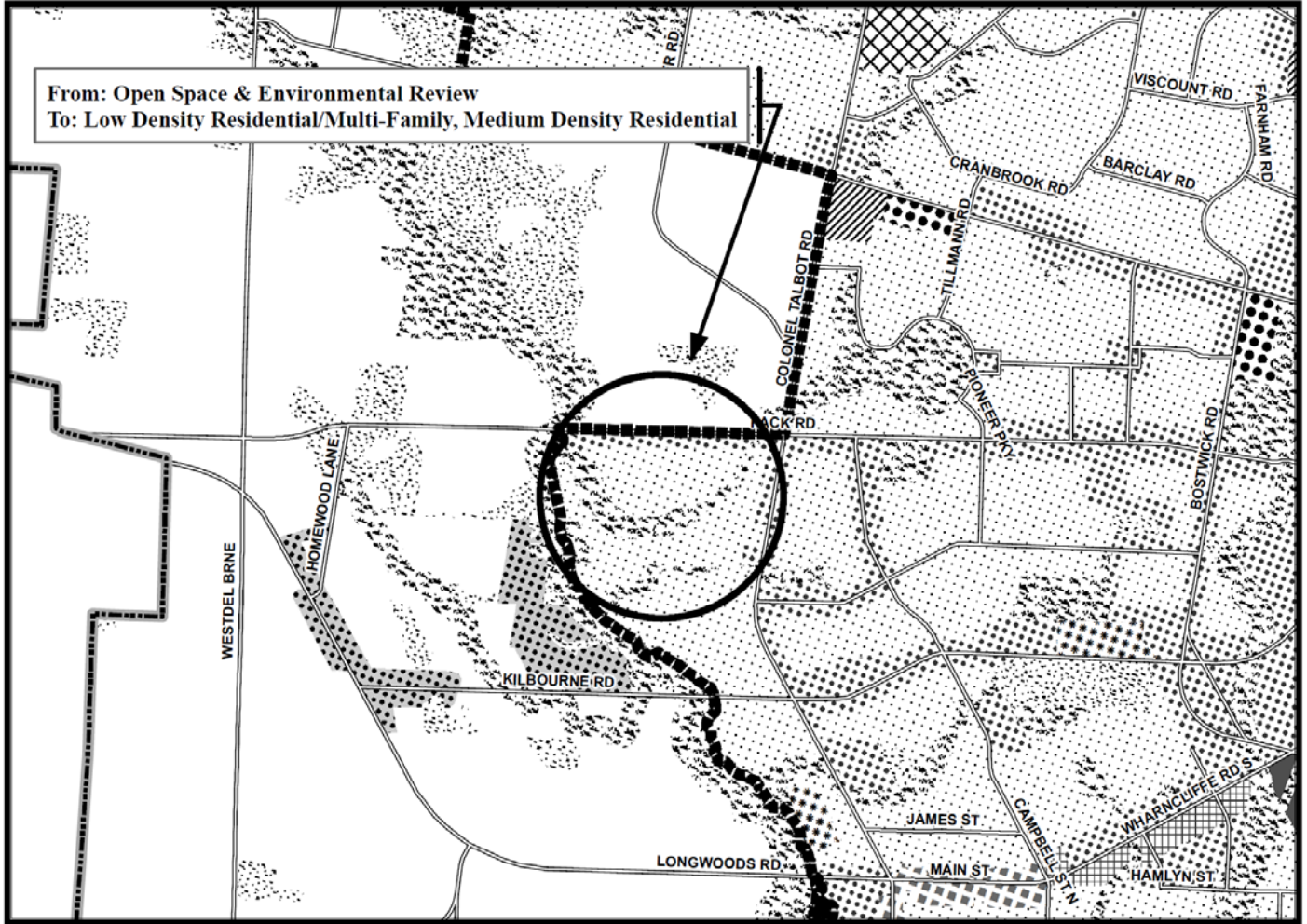
The proposed amendment to change the boundaries of the Significant River, Stream and Ravine Corridors delineation and to remove the Potential Upland Corridors is appropriate in order to align Schedules 'A' and 'B1' with the proposed Draft Plan.

D. THE AMENDMENT

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

1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by redesignating those lands located at 3493 Colonel Talbot Road in the City of London, as indicated on "Schedule 1" attached hereto from Open Space to Low Density Residential and Multi-Family Medium Density Residential; and from Environmental Review to Low Density Residential and Multi-Family Medium Density Residential.
2. Schedule "B", Flood Plain & Environmental Features, to the Official Plan for the City of London Planning Area is amended to change Schedule "B1" Natural Heritage Features to more accurately reflect the boundaries of the "Significant River, Stream and Ravine Corridors" delineation and to remove the "Potential Upland Corridors" delineation in the vicinity of the drainage channel.
3. The Southwest Area Secondary Plan for the City of London Planning Area is amended by redesignating those lands located at 3493 Colonel Talbot Road in the City of London, as indicated on "Schedule 4", Schedule 6", Schedule 9" and Schedule 12" attached hereto from Open Space and Environmental Review to Low Density Residential and Multi-Family Medium Density Residential.

AMENDMENT NO: _____



Legend

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

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

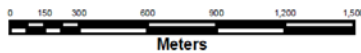
**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: OZ-8417

PLANNER: AR

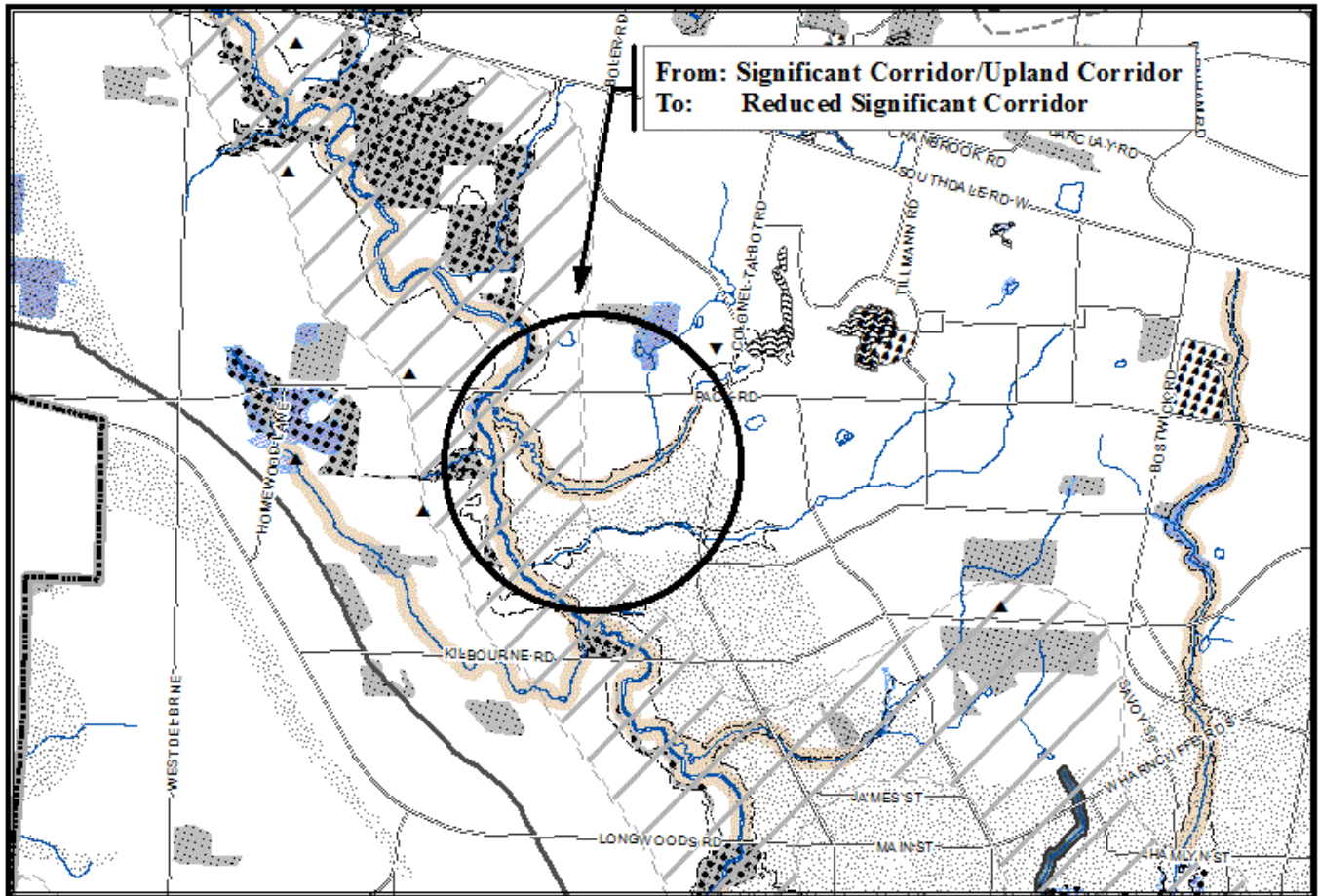
TECHNICIAN: JS

DATE: 2015/11/18

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Planner: Alanna Riley

AMENDMENT NO: _____



NATURAL HERITAGE SYSTEM

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

NATURAL HAZARDS

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

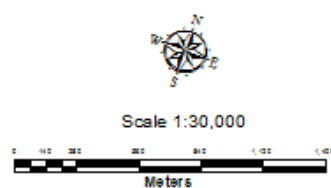
Base Map Features

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

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

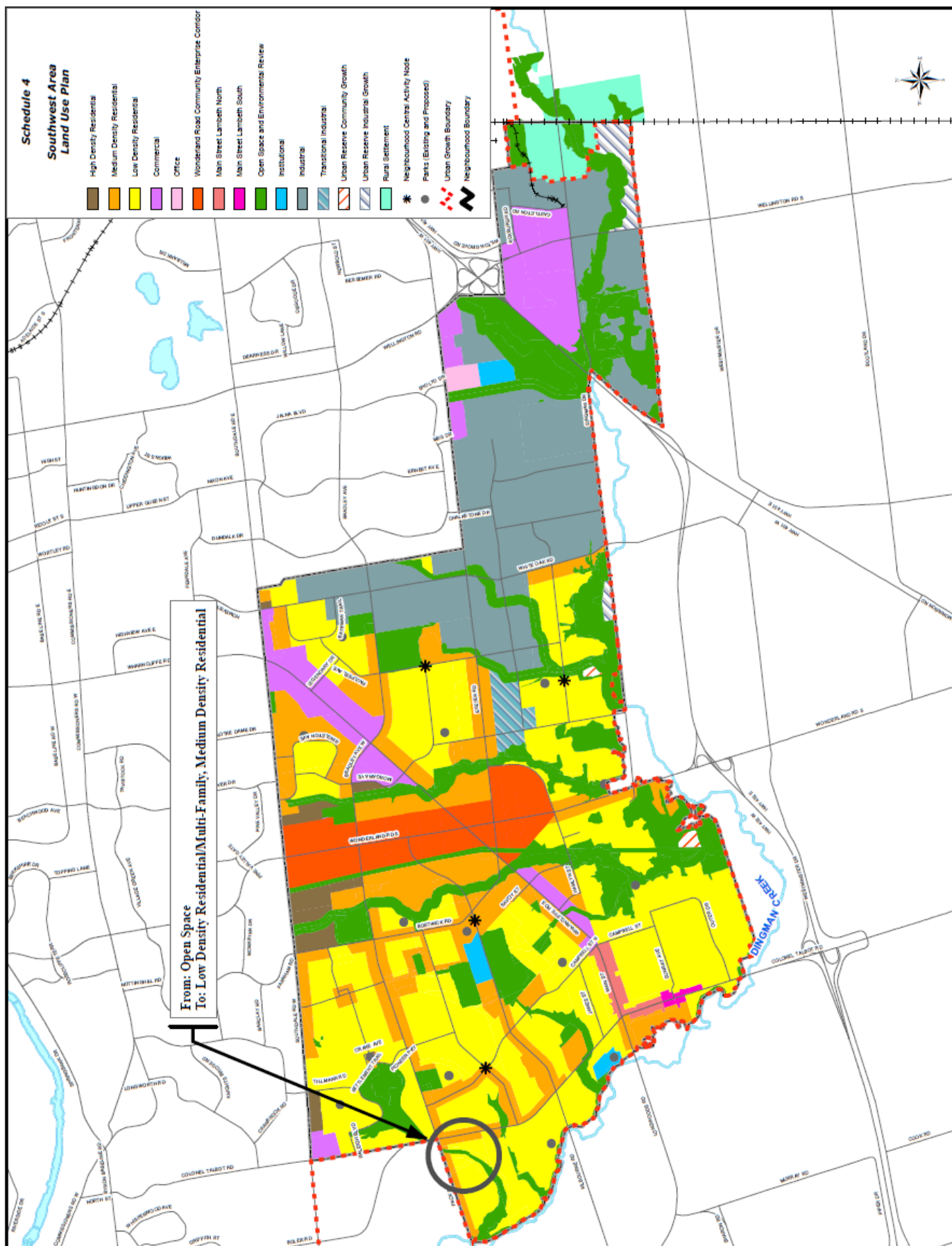
**SCHEDULE B-1
TO
OFFICIAL PLAN
AMENDMENT NO. _____**

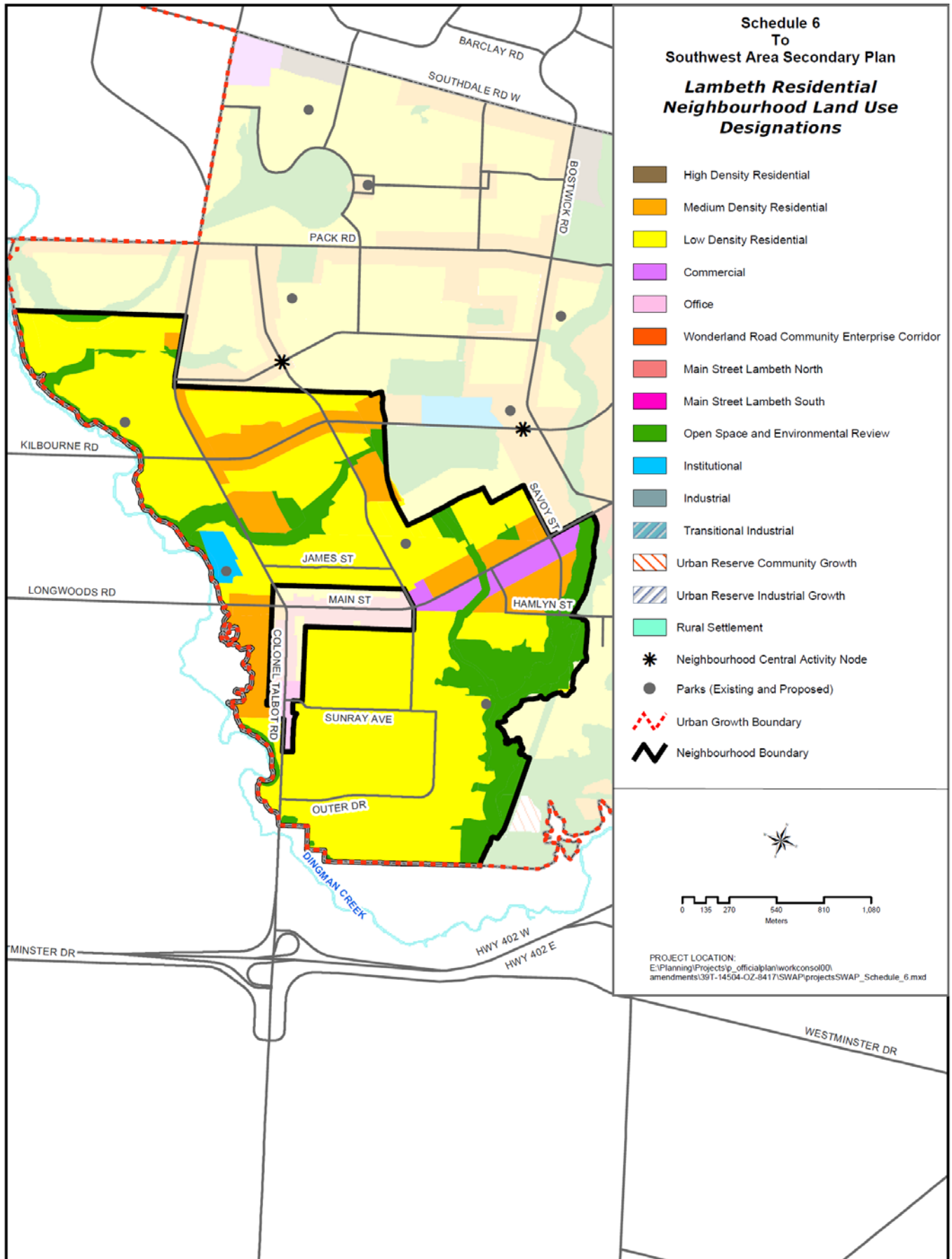
PREPARED BY: Graphics and Information Services

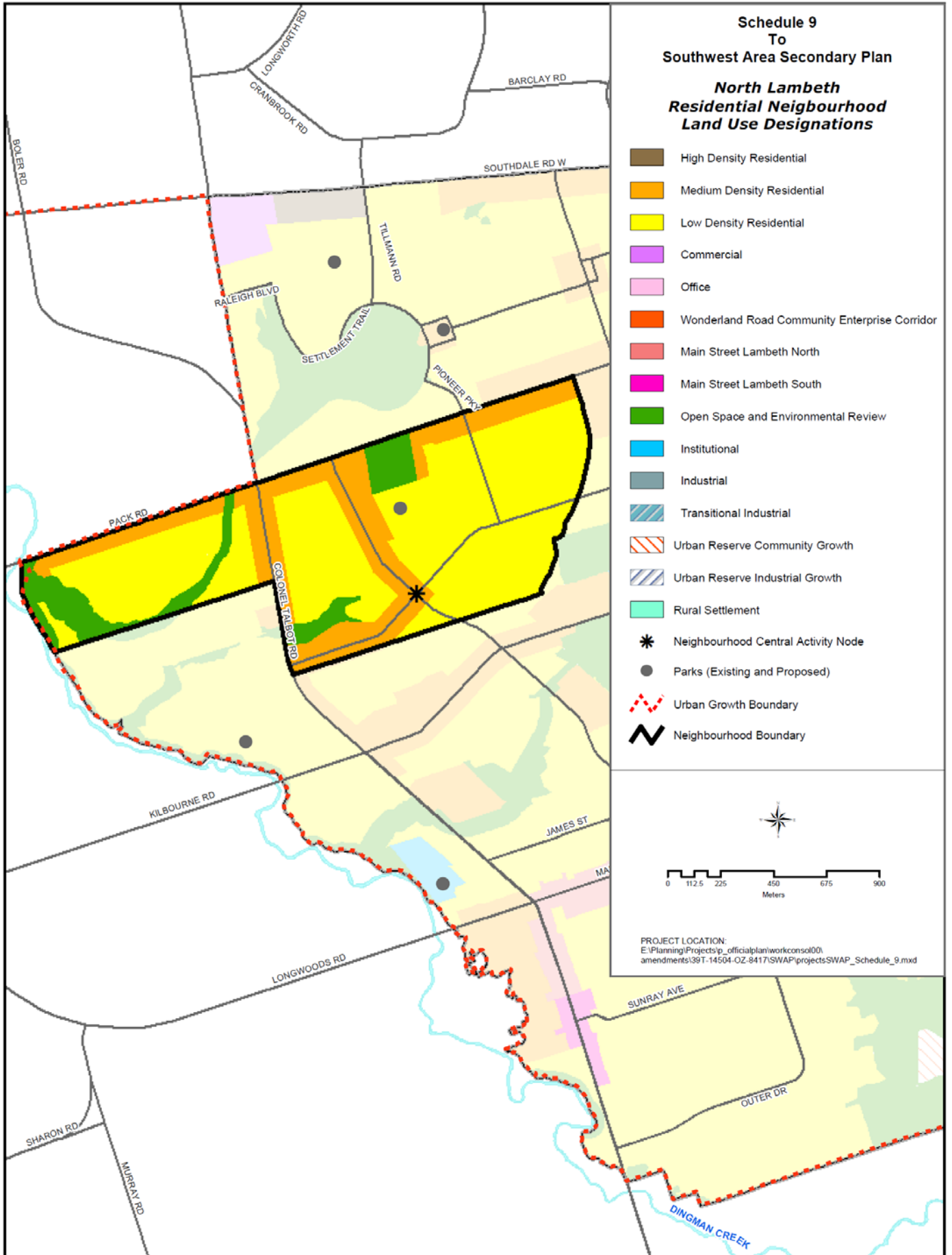


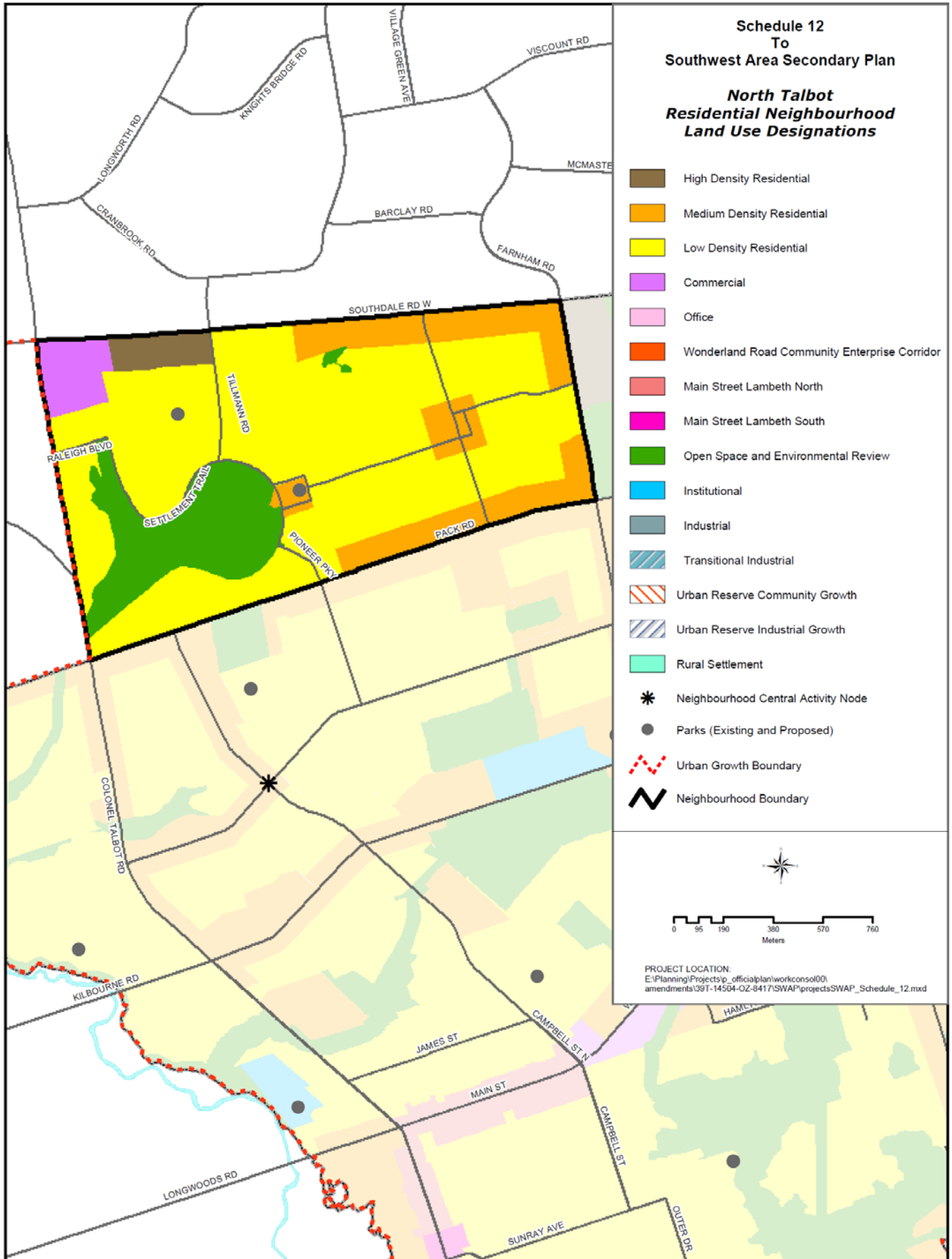
FILE NUMBER: OZ-8417
PLANNER: AR
TECHNICIAN: JS
DATE: 2015/11/18

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

APPENDIX "B" Zoning By-law Amendment

Bill No.
2016

By-law No. Z.-1-16_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 3493
Colonel Talbot Road

WHEREAS **1640209 Ontario Limited C/O York Developments** has applied to rezone an area of land located 3493 Colonel Talbot Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number _____ this rezoning will conform to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3493 Colonel Talbot Road, as shown on the attached map, **from** an Urban Reserve (UR4) Zone, a Holding Urban Reserve (h-2*UR4) Zone, and an Open Space (OS4) Zone **to** a Holding Residential R1 (h.h-100.h-198.R1-8) Zone; a Holding Residential Special Provision R6 (h.h-100.h-198.R6-5(____)) Zone; a Holding Residential Special Provision R6 (h.h-100.h-198.R6-5(____)) Zone; a Holding Residential Special Provision R6 (h.h-100.h-198.R6-5(____)) Zone; a Compound Holding Residential R6/R8 Special Provision (h.h-100.h-198. R6-5(____)/R8-4(____)) Zone; a Compound Holding Residential Convenience Commercial R6/R8/CC Special Provision (h.h-100.h-198. R6-5(____)/R8-4(____)/CC6) an Open Space (OS1) Zone; Open Space (OS4) Zone; and an Open Space (OS5) Zone.

2. Section 5.4 Residential R1 Zone is amended by adding the following Special Provisions:

R1-8(____) Zone Variation

Regulation:	i)	Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage
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3. Section 10.4 Residential R6 Zone is amended by adding the following Special Provisions:

a) R6-5(*) Zone Variation

Regulation:	i)	Density	
		(Minimum)	14 units per hectare
		(Maximum)	30 units per hectare

b) R6-5(**) Zone Variation

Regulation:	i)	Density	
		(Minimum)	18 units per hectare
		(Maximum)	30 units per hectare

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c) R6-5(***) Zone Variation

Regulation:	i)	Density	
		(Minimum)	30 units per hectare
		(Maximum)	35 units per hectare

d) R6-5(****) Zone Variation

Regulation:	i)	Density	
		(Minimum)	70 units per hectare
		(Maximum)	75 units per hectare

4. Section 12.4 Residential R8 Zone is amended by adding the following Special Provisions:

R8-4(____) Zone Variation

Regulation:	i)	Density	
		(Minimum)	70 units per hectare
		(Maximum)	75 units per hectare

5. 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.

6. This By-law shall come into force and be deemed to come into force in accordance with subsection 34 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on January 26, 2016

Matt Brown
Mayor

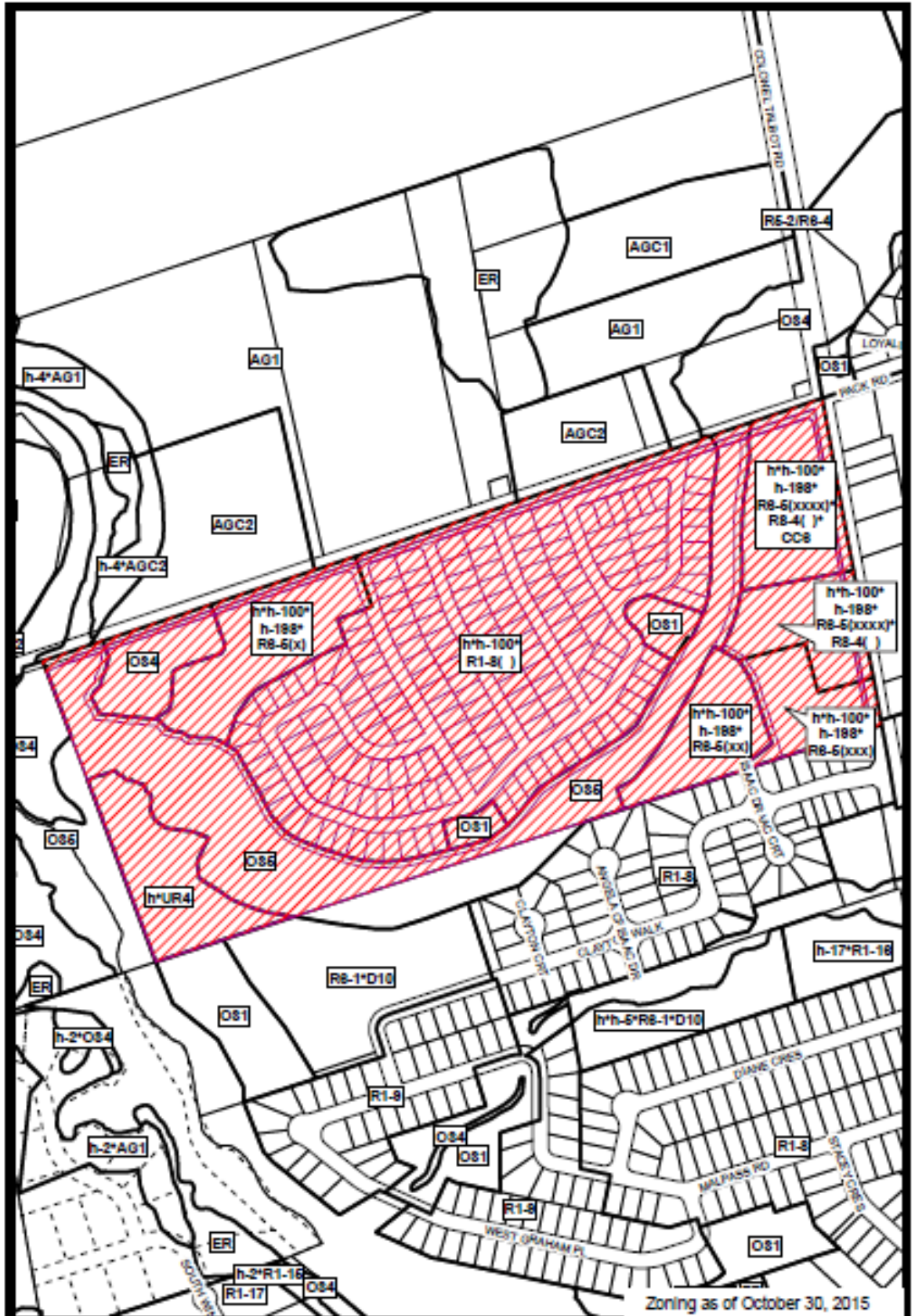
Catharine Saunders
City Clerk

First Reading - January 26, 2016
Second Reading – January 26, 2016
Third Reading - January 26, 2016

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



File Number: 39T-14504/OZ-8417
 Planner: AR
 Date Prepared: 2015/12/17
 Technician: JS
 By-Law No: Z-1-

SUBJECT SITE



1:6,000

0 30 60 120 180 240 Meters



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Planner: Alanna Riley

Appendix “C”
Conditions of Draft Approval

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-14504 ARE AS FOLLOWS:

NO. CONDITIONS

1. This approval applies to the draft plan, submitted by MHBC Planning prepared by AGM, File No. 39T-14504, drawing dated October 28, 2015, as red-line amended, which shows 172 residential units in the form of single detached dwellings, one mixed use/medium density residential block (Block 173), three (3) medium density residential blocks (Blocks 174-176), three walkway blocks (Blocks 181-183), one future development block (Block 177), two park blocks (Blocks 178-179), one open space block (Block 180), a stormwater management block (Block 184) serviced by Pack Road, and 6 local public streets.
2. This approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The road allowances included in this draft plan shall be shown and dedicated as public highways.
4. The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.
5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
6. The Owner, prior to final approval, shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8. The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
9. The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies once the plan of subdivision has been registered.
10. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
11. No construction or installations of *any* kind (eg. clearing or servicing of land) involved with this plan shall be undertaken by the Owner prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the Manager of Development Planning in writing (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc.; etc.). No construction involving installation of services requiring an EA is to be

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

Planning

12. The Owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Southwestern Regional Archaeologist of the Ministry of Culture; and no final approval shall be given, and no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture.
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 that excludes the requirement for a continuous berm/barrier along the Pack Road and/or Colonel Talbot Road frontage, all to the satisfaction of the City.
14. The Owner shall dedicate Blocks 178-183 to the City at no cost to satisfy a portion of the parkland requirements for this subdivision. The remaining under dedication of parkland shall be taken through all or a portion of the dedication of Block 177 and/or cash in lieu as per By-law CP-9 to the satisfaction of the City.
15. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. No fencing is to be provided between Multiple Residential Blocks 173, 174 175 & 176 and adjacent Park Blocks. Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
16. As part of the design study submissions, the owner will be required to provide a conceptual plan for the urban parks plans (Blocks 178 and 179), to the satisfaction of the City Planner.
17. As part of the design study submissions, the owner will be required to provide a conceptual plan for the channel (Block 180), from the edge of the Environmental Significant Area to Pack Road, to the satisfaction of the City Planner.
18. As part of the design study submissions, the owner will be required to provide a conceptual plan for the layout of the pathway network within Blocks 178, 179, 181, 182, 183 and the two connections over Mathers Creek (connecting to Clayton Walk through the existing pathway corridor and Isaac Drive, to the satisfaction of the City Planner.
19. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of City Planner and UTRCA.
20. The Owner shall not grade into any open space areas. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain exiting slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City Planner.
21. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Environmental and Parks Planning Division monthly during development activity along the edge of the ESA.
22. The owner shall, as part of the design studies, prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report

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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 Planner as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.

23. All parkland blocks lands shall be sufficiently protected from sediment throughout the construction period. A sediment barrier shall be established along the park block limits to the satisfaction of Development Services and the City Planner.
24. The owner shall implement all recommendations from the October 27, 2015 approved Environmental Impact Study and addendum prepared by Stantec Consulting Inc. As part of the design studies, the owner shall indicate how each of the recommendations will be implemented (ie, design studies, engineering review, special provisions)
25. Within one (1) year of registration of the plan, the owner shall grade, service and seed all parkland to the satisfaction of the City Planner.
26. The Owner agrees to register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road/park/open space frontage. Further, the owner shall obtain approval of their proposed design to the satisfaction of the Managing Director of Planning, City Planner or his/her designate prior to any submission of an application for a building permit for corner lots with an exterior sideyard or an interior sideyard fronting a street, park or open space block in this Plan.
27. As part of the design study submissions, the owner will be required to provide a detailed urban design guidelines (for Architectural Control) for this subdivision, including all proposed building forms and implementation processes, to the satisfaction of the City Planner.
28. As part of the design study submissions, the owner shall design the window street for Block 175 and be required to provide a updated block plans for Blocks 173, 174, 175 & 176 detailing locations of buildings, building orientation, pedestrian circulation, parking areas, and building orientation towards the public streets and open spaces, to the satisfaction of the City Planner. Ensure block plans and the urban design guidelines are in conformance with the policies of the Southwest Area Secondary Plan and the City's Placemaking Guidelines.

SEWERS & WATERMAINS

Sanitary:

28. In conjunction with the Design Studies submission, the Owner shall have his consulting 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) Provide a sanitary drainage report including the sewer routing invert and profile information relating to any crossing(s) of storm drainage channels and any external areas to be included in the design area, to the satisfaction of the City Engineer;
 - iii) Provide a report outlining the upgrades which will be required for the addition of sanitary flows to the Southwinds Pumping Station and a related work plan;
 - iv) Provide confirmation of the proposed ultimate service area by gravity to connect to the future planned Colonel Talbot sanitary trunk sewer and confirm a gravity

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- connection can be made to the future planned Colonel Talbot sewer, all in accordance with the Southwest Area Sanitary Servicing Master Plan and to the satisfaction of the City Engineer;
- v) Provide an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
29. 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 250 mm (10") diameter sanitary sewer located on Isaac Drive and the future sanitary trunk sewer on Colonel Talbot Road to the proposed Colonel Talbot Pumping Station, both scheduled for construction in 2017 as per the current Growth Management Implementation Strategy (GMIS);
 - ii) Undertake necessary upgrades to the Southwinds Pumping Station and forcemain, all in accordance with the approved work plan
 - iii) Make appropriate arrangements for the City to install the private drain connections for Blocks 173 and 174 with the proposed Colonel Talbot Servicing trunk sewer at the Owner's expense;
 - iv) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - v) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
 - vi) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
30. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
 - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
 - iii) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
 - iv) Implementing any additional measures recommended through the Design Studies stage.
31. 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 subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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

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

Storm and Stormwater Management (SWM)

32. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying 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 for the subject and external lands, to the satisfaction of the City;
 - iii) Identifying how the existing drainage from external lands will be accommodated (eg. external flows conveyed into this plan via the existing culverts under Pack Road and Colonel Talbot Road)
 - iv) Providing a preliminary plan demonstrating how the proposed grading and road design will match the grading of the proposed Stormwater Management Facility to be built by the City on Block 184;
 - v) Providing details of a pipe design to convey flow from the intermittent tributary upstream of Pack Road West, from the existing culvert to an approved outlet along Mathers Stream;
 - vi) identifying how/where the existing tributary (generally near east entrance road) is to be diverted to the main tributary watercourse (may need additional land or right-of-way to accommodate additional pipe), to the satisfaction of the City Engineer.
 - vii) Providing a fluvial geomorphological assessment prepared by a qualified engineer to support the proposed watercourse alterations, to the satisfaction of the City Engineer and at no cost to the City;
 - viii) Providing details of channel enhancements design to the Upper Reach of the Mathers Stream corridor, all in accordance with the Dingman Creek No. B-4 SWM Facility and Tributary Channel Improvement/Modification EA (April 2015), at the Owner's expense and all to the satisfaction of the UTRCA and the City.
 - ix) Having its consulting geotechnical engineer provide an update to the existing geotechnical report to address all geotechnical issues relating to slope stability associated with the open watercourses in this Plan, construction, grading and drainage of this subdivision and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability. The report shall address the following, to the specifications and satisfaction of the City Engineer and the Upper Thames River Conservation Authority:
 - Accurately delineate the Riverine Erosion Hazard limit
 - Identify existing erosion and/or slope hazards
 - Assess the impact of the proposed development on existing hazards
 - Assess the potential for the proposed development to create new hazards
 - Identify measures to safely avoid the potential hazards, including appropriate development setback from the River Erosion Hazard Limit
 - Identifying and providing details where there may be two type of fill materials that meet granular fill. This must be benched into the other fill.
 - Identifying the extent of fill needed to service the site which addresses benching as per the report and slope stability to establish property limits and building setbacks
 - Identifying filling of the tributary and considerations with regards to impact on roads, buildings and services.

In addressing the above, the report shall take into consideration the required/proposed fill within the plan as well as the proposed channel improvements.

The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback;

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- x) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction; and
 - xi) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
 - xii) Should the proposed Storm/Drainage and SWM servicing works vary from the approved Functional SWM Plan for North Lambeth (Cumming Cockburn 2005), an updated Functional SWM Plan may be required to address the above, in lieu of a SWM Servicing Letter/Report of Confirmation.
33. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Function Report for the subject lands;
 - iii) The approved Functional Stormwater Management Plan/Report for Dingman Tributary Regional SWM Facility B-4 or any updated Functional Stormwater Management Plan;
 - iv) The accepted Municipal Class Environmental Assessment (EA) Study for Storm/Drainage and Stormwater Management (SWM) Servicing and Tributary Improvement/Modification Works for the Dingman Creek No. B-4 SWM Facility and any addendums/amendments;
 - v) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the File Manager Process;
 - vi) The approved Functional Stormwater Management Plan for North Lambeth Subdivision, prepared by Cumming Cockburn Limited (2005) or any updated Functional SWM Plan;
 - vii) The approved Courtney Environmental Impact Study (EIS) for this site, prepared by Stantec Consulting Ltd. (July 2014) and any addendums/amendments;
 - viii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - ix) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - x) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - xi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
 - xii) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 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.
34. 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 the portion of this plan west of the watercourse, located within the Dingman Creek Subwatershed, and connect them to the proposed SWM Facility on Block 184 of this plan;
 - ii) Construct storm sewers to serve the portion of this plan east of the watercourse and connection them to the existing municipal storm sewer system, namely, the 1200 mm (48") diameter storm sewer located on Isaac Drive in Plan 33M-524;

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- iii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - iv) Grade and drain the west boundary of Block 176 to blend in with the abutting SWM Facility on Block 184 in this plan, at no cost to the City;
 - v) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
 - vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
35. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) The proposed Regional Dingman Tributary SWM Facility B-4, to be built by the City, to serve this plan must be constructed and operational;
 - iii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City;
 - iv) Construct a pipe to convey flow from the intermittent tributary upstream of Pack Road West, from the existing culvert to an approved outlet along Mathers Stream. Provide additional land or right-of-way if necessary;
 - v) Construct channel enhancements to the Upper Reach of the Mathers Stream corridor, all in accordance with the Dingman Creek No. B-4 SWM Facility and Tributary Channel Improvement/Modification EA (April 2015) and in accordance with section 9.7 of the EA, all to the satisfaction of the UTRCA and City.
 - vi) Implement all geotechnical/slope stability recommendations made by the geotechnical report, slope stability report and recommendations by the hydrogeological report on the engineering drawings, including but not limited to slope stability and engineered fill recommendations, accepted by the City;
36. 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.
37. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
- Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
38. Prior to final approval, the Owner shall dedicate sufficient lands to the City to enable to completion of the proposed SWM facility and all related servicing. The land for the SWM block shall be sized in accordance with the final accepted EA for Storm/Drainage and

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SWM Servicing and Tributary Improvement/Modification Works for the Dingman Creek SWM Facility B-4 and the final Functional SWM Report.

39. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In an event, where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirement for Permanent Private Stormwater systems.
40. The Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of SWM Facilities policies and processes identified in Appendix 'B-1' and 'B-2' SWM Facility "Just In Time" Design and Construction Process.
41. The Owner's professional engineer shall ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer.

Watermains

42. 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/hydraulic calculations for subdivision report;
 - g) Phasing report and identify how water quality will be maintained until full build-out;
 - h) Oversizing of watermain, if necessary and any cost sharing agreements.
 - i) Water quality
 - j) Identify location of valves and hydrants
 - k) Looping strategy
43. The Owner shall install temporary automatic flushing devices at all dead-ends to ensure that water quality is maintained during build out of the subdivision. They are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow settings are to be shown on the engineering drawings. The automatic flushing devices and meters are to be installed and commissioned prior to the issuance of any Certificate of Conditional Approval. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their removal. Any incidental and/or ongoing maintenance of the automatic flushing device is/are the responsibility of the Owner.
44. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
 - i) Construct watermains to serve Blocks 173 and 174 in this Plan and connect them to the existing municipal system, namely, the existing 600 mm (24") diameter watermain on Colonel Talbot Road and Block 175 to the existing 200 mm diameter watermain on Isaac Drive. It is noted the 200 mm diameter watermain on Isaac Drive will have to be connected and put into service by the Owner since it is currently not in service;

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- ii) Construct an appropriately sized watermain on Pack Road from the existing 600 mm diameter watermain on Colonel Talbot to the west limits of this plan to serve the 172 single family lots;
 - iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units. It is noted all municipal watermains being proposed shall be located within the City right of way in standard location. Municipal watermains are not to be located in easements or walkways;
 - iv) Block 176 may be serviced from the proposed watermain on Pack Road or from the proposed watermain on Street 'A';
45. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations of the water servicing report to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.
46. Prior to the installation of any water services for the Block in this Plan, the Owner shall obtain all necessary approval from the City Engineer for individual servicing of the said blocks.
47. With respect to the proposed medium density condominium blocks, Blocks 173, 174, 175 and 176, the Owner shall include in all agreements of purchase and sale, and or lease of Blocks 173, 174, 175 and 176 in this plan a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

STREETS, TRANSPORTATION & SURVEYS

Roadworks

- 48. 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.
- 49. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer provide a proposed layout of the tapers for streets in this plan that change right-of-way widths with minimum 30 metre tapers (eg. from 20.0 metre to 18.0 metre road width), all to the satisfaction of the City Engineer. The roads shall be tapered equally aligned based on the alignment of the road centrelines.
- 50. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way of the plan to the City Engineer for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.
- 51. 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 the bends on Street 'E'.

If not possible, the Owner shall limit the bulge in the curb line on Street 'E' to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots.

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52. 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:"

53. The Owner shall have its professional engineer design and construct the roadwork's in accordance with the following road widths:
 - i) Street 'A' and Street 'D' have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66').
 - ii) Street 'B', Street 'C', Street 'E' and Street 'F' (with the exception of the window street portion) have a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').
 - iii) Street 'F' (window street portion) have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 14.5 metres as per Window Street Guidelines.
 - iv) Street 'A' from Pack Road to 45 metres (150') south has a minimum road pavement width (excluding gutters) of 11.0 metres (36.1') with a minimum road allowance of 22.5 metres (75'). The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 8.0 metres of road pavement width (excluding gutters) and 20.0 metres of road allowance width for this street with 30 metre (100') long tapers on both street lines.
 - v) Street 'C' from Pack Road to 30 metres (100') south has a minimum road pavement width (excluding gutters) of 10.0 metres (32.8') with a minimum road allowance of 21.5 metres (70'). The widened road on Street 'C' shall be equally aligned from the centreline of the road and tapered back to the 6.0 metres of road pavement width (excluding gutters) and 18.0 metres of road allowance width for this street with 30 metre (100') long tapers on both street lines.

54. In conjunction with the Design Studies submission, the Owner shall provide details of the right in/right out restricted access at Pack Road and Street 'B', to the satisfaction of the City Engineer.

55. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a right in/right out restricted access at Pack Road and Street 'B', to the satisfaction of the City Engineer.

56. The Owner shall provide a temporary working easement along the Colonel Talbot Road frontage of Blocks 173 and 174 in order to allow for the reconstruction of Colonel Talbot Road, which shall be released by the City when it is no longer needed, at no cost to the City.

57. The Owner shall revise Lot 1 and Lot 2 property lines to connect perpendicular to Pack Road street line as per City standards.

Sidewalks/Bikeways

58. In accordance with the approved Southwest Area Plan (SWAP), the Owner shall construct a 1.5 metre sidewalk on both sides of the following streets:
 - i) Street 'A'
 - ii) Street 'B'
 - iii) Street 'C'
 - iv) Street 'D'
 - v) Street 'E'
 - vi) Street 'F'

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Planner: Alanna Riley

59. The Owner shall provide sidewalk links from Street 'F' 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.
60. Should the Owner direct any servicing within the walkway or the walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

Street Lights

61. Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City. Where an 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, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.

Boundary Road Works

62. The Owner shall be required to make minor boulevard improvements on Pack Road and Colonel Talbot 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.
63. In conjunction with the Design Studies submission, the Owner shall verify the adequacy of the decision sight distance on Pack Road at Street 'A', Street 'B' and Street 'C'. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection, to the specifications of the City Engineer, at no cost to the City.

Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct these works to the satisfaction of the City Engineer, at no cost to the City.

64. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install temporary street lighting at the intersection of Pack Road and Street 'A', Street 'B' and Street 'C', to the specifications of the City, at no cost to the City.
65. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer submit design criteria for the left turn and right turn lanes/tapers on Pack Road at Street 'A', Street 'B' and Street 'C' for review and acceptance by the City.
66. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a left turn lane on Pack Road at Street 'A' and Street 'C', to the satisfaction of the City Engineer.
67. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a right turn taper on Pack Road at Street 'A', Street 'B' and Street 'C', to the satisfaction of the City Engineer.

Road Widening

68. The Owner shall be required to dedicate sufficient land to widen Pack Road and Colonel Talbot Road to 18.0 metres (59.06') from the centreline of the original road allowance.
69. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the following intersections, in accordance with the Z-1 Zoning By-law, Section 4.24:

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- i) Colonel Talbot Road and Pack Road
- ii) Street 'A' and Pack Road
- iii) Street 'B' and Pack Road
- iv) Street 'C' and Pack Road

Vehicular Access

- 70. The Owner shall notify the future owners of Blocks 173 and 174 that only one access will be permitted for the blocks to Colonel Talbot Road. A joint access agreement must be established for the shared access and the access must comply with the requirements from the Transportation Impact Assessment for this site at the time of site plan approval.

Traffic Calming

- 71. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design of the proposed raised intersections along Street 'D' at Street 'A' and at Street 'C', to the satisfaction of the City.
- 72. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a raised intersection at the intersections of Street 'A' and Street 'D' and Street 'C' and Street 'D', to the specifications of the City Engineer.

Construction Access/Temporary/Second Access Roads

- 73. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Pack Road via Colonel Talbot Road or other routes as designated by the City. Furthermore, there is a reduced load limit on Pack Road from Homewood Lane 1000 metre east and from Colonel Talbot Road to Bostwick Road in effect, so construction access shall be prohibited in the area.
- 74. 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 prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
- 75. In conjunction with 1st submission drawings', in addition, Pavement Markings Plans will be required for the lane markings at the intersections with the arterial road (Pack Road).

GENERAL CONDITIONS

- 76. 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.
- 77. 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.
- 78. 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.
- 79. In conjunction with the Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, servicing, grading and drainage of

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this subdivision, road pavement structure, dewatering, any necessary setbacks related to slope stability for lands within this plan and any other requirements as needed by the City.

- 80. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.
- 81. 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.
- 82. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the Plan.
- 83. The Owner shall have the common property line of Pack Road and Colonel Talbot 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 and Colonel Talbot Road are the future ultimate centreline of road grades as determined by the Owner's professional engineer in conjunction with the Design Studies, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

- 84. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

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

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

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

- 85. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
 - i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and
 - ii) continue until the time of assumption of the affected services by the City.
- 86. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.
- 87. The Owner hereby agrees that, should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in

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- Ontario”, “Schedule A – Record of Site Condition”, as amended, including “Affidavit of Consultant” which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.
88. The Owner’s professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
 89. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA’s must be completed prior to the submission of engineering drawings.
 90. The Owner shall have it’s professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for “Guidelines for Notification to Public for Major Construction Projects”.
 91. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
 92. In conjunction with the Design Studies submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
 93. 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.
 94. 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.
 95. The Owner shall decommission any abandoned infrastructure (eg. septic tanks, overland wires, etc.), 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.
 96. 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.
 97. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
 98. In conjunction with the Design Studies submission, the Owner shall submit confirmation that they have complied with any requirements of the Upper Thames River Conservation Authority.
 99. The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City’s proposed construction of the sanitary trunk sewer and SWM Facility, to the satisfaction of the City, at no cost to the City.

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100. Prior to Final Approval of the 1st phase of this subdivision the owner shall work with City staff to allow for the City's acquisition of Block 177. If the City cannot acquire Block 177, the Owner shall negotiate the sale of this block to the land owner to the west (and have it consolidated on title to those lands) or acquire an easement from the adjacent land owner to allow for future access to this block.
101. The Owner shall obtain the necessary approvals pursuant to Section 28 of the Conservation Authorities Act from the UTRCA prior to undertaking any site alteration or development within the regulated area.
102. In conjunction with the Design Studies submission the Owner shall submit a final consolidated geotechnical report /slope assessment to the satisfaction of the UTRCA.
103. In conjunction with the Design Studies submission the Owner shall have a qualified fluvial geomorphologist submit a fluvial geomorphological assessment and meander belt analysis to the satisfaction of the UTRCA for the proposed channel.
104. In conjunction with the Design Studies submission the Owner shall submit a final Floodplain Analysis report to the satisfaction of the UTRCA's which addresses the Conservation Authorities concerns and which implements the recommendations of the Courtney Subdivision Floodplain Analysis (Stantec November 6, 2015).
105. In conjunction with the Design Studies submission the Owner shall submit a final consolidated EIS report to the satisfaction of the UTRCA and the City of London. The final EIS shall address issues such as wetland and ESA protection, compensation for the loss of the westerly tributary, and shall include recommendations for the plantings for the new channel to be incorporated into a Landscape Plan.

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Appendix D

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Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF ^{Note 5, 6} - Storm sewer oversizing (500m of 1200mm) - DC14-MS01001 - Watermain oversizing (450m of 300mm) - DC14-WD01001 - Pack Rd. Channelization at Street 'A' - DC14-RS00067 ^{Note 4} - Pack Rd. Channelization at Street 'C' - DC14-RS00067 ^{Note 4}	\$125,000 \$27,000 \$250,000 \$250,000
Claims for developer led construction from UWRF - None identified.	\$0
Claims for City led construction from CSRF ^{Note 7} - Dingman Tributary SWMF B4 Construction - DC14-MS00005 - Dingman Tributary SWMF B4 Land - DC14-MS00005	\$3,267,431 \$370,869
Total	\$4,290,300
Estimated Total DC Revenues ^{Note 2}	Estimated Revenue
CSRF	\$8,146,025
UWRF	\$734,301
TOTAL	\$8,880,326

- 1 Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.
- 2 Estimated Revenues are calculated using 2016 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 is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
- 3 The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
- 4 The developer led construction for the channelization on Pack Rd. will require a work plan to be provided and approved by the City. The work plan should include summary costs of all engineering and construction of the works in question.
- 5 Oversizing costs identified are based on preliminary estimates prepared by the applicant for the draft plan approval. If through detailed design the servicing works exceed the local servicing conditions and meet the DC bylaw eligibility rules for oversizing, changes or additions may be required to the estimates noted above.
- 6 The conditions of the draft plan require the installation of stormwater servicing as per the conditions of the EA.
- 7 Sources of Financing for the SWM pond are not part of this Plan and will be brought forward by EES as part of engineering and construction awards as the work proceeds.

Reviewed by:

January 8, 2015

Date

Peter Christiaans

Peter Christiaans
Director, Development Finance

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Planner: Alanna Riley

Written

Therese Landry
 Edward Feddema
 Jim Dimitropoulos
 Stuart Bevan
 John Kuchta
 Anita Kuchta
 Beatrice Devincenzo
 Derek Orange
 Paul Neves
 Emma Zimmer
 Ann Budd
 Julie Belanger
 Ross Nicholson
 Muhammad Saeed
 Clarke Providenti
 Joy Bevan
 Stuart Bevan
 Mike Kuzmanovich
 Joe Brophy
 Lynne Brophy
 Calros Zuzarte
 Maggie Zuzarte
 Cheryl Brown
 Brad Beattie
 Janet Macartney
 Derek Macartney
 Nancy Woodworth
 Peter Novais
 Paula Brown
 Stacey Larizea
 Linda Cullen
 Nancy Bishara-Henein
 Emma Geraghty
 Terence Kane
 Sara Kane
 Michael Kennedy
 Erin Kennedy
 Marc McManus
 Garrett Stevenson
 Christine Dickson
 Paul Vagueiro
 Gary Flonders
 Chantal Bertrand
 Todd and Wendy van Rees
 Nancy Rochester
 Adam Mitoraj
 Michael Kennedy

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

City of London

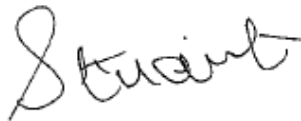
To: Dale Henderson
From: Stuart Bevan, Resident of MVLCC # 532
CC: Residents of MVLCC # 532
Date: October 8 2014
Re: Notice of Application for Zoning By-law Amendment
File 39T-14504/OZ-8417

Comments: Dale
I attach a copy of the letter signed by us, the residents of Middlesex Vacant Land Condominium Corporation (MVLCC) # 532. As each individual signature attached to the same letter, for efficiency I chose to enclose one copy of the letter rather than 28.
Whilst the letter's the same for each signatory, everyone who signed the attached copies expressed either strong concern with or disapproval of, the proposed amendment. In some cases both concern and disapproval. With I might add, the preponderance of opinion clearly weighted towards disapproval.
Please let me know if you have any questions on the letter.
Also the originals of the signed letters were delivered to the attention of A Riley, the contact person at the planning office.

We want to continue the dialogue with the City and also with the Planning Department to ensure an optimal outcome. We look forward to receiving notification of the planning meeting.

Thank you for your consideration in these matters

Best Regards



Stuart Bevan
[Redacted]
London, ON, N6P 1W1

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OCT 16 2014
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DEVELOPMENT SERVICES

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

October 5, 2014

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON, N6A 4L9

Dear Sirs:
Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley
P 519-661-2500 ext 4579
F 519-661-5397
e-mail: ariley@london.ca

Thank you for this notice dated September 15 2014, which we received on September 23 2014. We the residents of MVLCC #532 7222 Clayton Walk, London, ON have reviewed this Application for Amendment and offer the following comments.

We understand the need for development, as the City of London needs development in order to ensure long term growth. In that vein, everyone in MVLCC #532 also recognized when they purchased or built their Vacant Land Condominium Units, that the land immediately to our North - the land of Courtney's Farm - would eventually develop. Everyone reasonably anticipated and so understandably expected that the development would continue within the framework of a Single Family configuration. This Application Notice clearly shows that such is not the case, which raises several significant concerns and objections. We summarise both our concerns and objections in the following paragraphs.

We have strong concerns with and objections to, the proposal for Mixed Use/Medium Density Residential in the plan amendment. We base our objections on general grounds and also on specific concerns.

Firstly we wish to address the general grounds of our concerns and objections. We firmly believe that Mixed Use/Medium or even High Density Residential is best developed in the core area of a City. Not in the City's Urban surrounds. Whilst we recognise the need for convenience shopping both Lambeth Main Street and also the corner of Southdale and Colonel Talbot adequately fulfil immediate needs. Additional requirements are more than adequately met by the businesses on Wonderland South of Southdale. Hence the proposed development more than likely would not be additional consumer businesses, rather we infer multi-unit buildings of varying configurations. More generally, the chronic problems in downtown London would be vastly eased by accelerating development of Mixed Use/Medium or even High Density Residential in the core. Philadelphia, PA U.S.A provides a shining example; when the City of Philadelphia removed the restriction that no building could be higher than the top of the Statue of William Penn's hat - which caps the City Hall - high rise development transformed the downtown core. This clearly shows how high density core development accelerates economic change in a large North American City. Hence, the startlingly bad decision to build high rises on Southdale, East of Colonel Talbot should not be repeated under any circumstance. Thus, we strongly object to the inclusion of Mixed Use / Medium Density Residential Development in the Amendment.

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Specifically, we have concerns with:
sewer loading capacity;
the relocation of the storm water management pond (SWMP).

We had understood that development of the land of Courtney's Farm, would follow on completion of the Southside Sewage Treatment Facility. As this Facility's not even started we have serious reservations about the viability of development, especially as building will occur to the East and North of two ESAs. Notwithstanding the Sewage Treatment efficiencies summarised in the Free Press Article of September 21 (<http://www.lfpres.com/2014/09/21/city-can-delay-building-new-80-million-sewage-plant-in-southwest-london-for-at-least-20-years>) any shortcoming in the Storm Water or Sewage Treatment processes, possibly could severely and negatively impact these Environmentally Sensitive Areas (ESAs). After all, water flows downhill and these proposed changes could produce an upsurge, should any flash flooding occur. Which excess flooding from a paved infrastructure, may well end up in Dingman Creek. Which leads to the other issue of concern: the proposed plan has relocated the Storm Water Management (SWM) Pond onto Pack Road, at the Western Edge of the proposed development. We had understood that the area identified as "Block 206" on the Draft plan, had originally been slated as the SWMP for this new development. We have serious reservations about this proposed relocation and we also strongly object to it.

Firstly, we were advised that this piece of land - "Block 206" - could not be developed as any such development would impact on the ESA. In the City documents the ESA is shown as both Dingman and also the small tributary creek which runs East-West into Dingman. All properties of the MVLCC which adjoin the entire ESA were purchased, based on the understanding that there would be no development of "Block 206" because of this potential environmental impact. Apparently the ESA requires an uninterrupted flow along Dingman Creek and the proposed development could impact on that flow.

The original design of the SWMP by IBI Group - previously called Cummings / Colborne - called for a continuous SWM, along Dingman Creek. The IBI Group design included this constraint, to meet the ESA flow requirement mentioned above. Further, the developer of MVLCC #532 requested and negotiated with the previous owner a complete and comprehensive SWM plan as recommended by the IBI Group. This SWM plan, the City of London approved. Hence the proposed Amendment will change and possibly negate an approved SWM plan. Secondly any future development of "Block 206" would require road access off Pack Road. Both the access Road and the associated development, would immediately abut at least one ESA. With concomitant concerns for potential negative impact on the Dingman ESA. As mentioned above, flash floods might cause overflow which could possibly drain directly into Dingman.

For these reasons, we strongly and strenuously object to this change.

In summary we strongly object to:

1. the inclusion of Mixed Use/Medium Density Residential in the Amendment;
2. the relocation of the storm water management pond (SWMP).

We may have other concerns or objections, which we will notify you of - if or as they arise.

Thank you for your consideration in these matters.

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: Jana Hammond [Redacted]
Sent: Tuesday, October 21, 2014 9:46 AM
To: Riley, Alanna
Subject: File # 39T-14504/OZ-8417

City of London
Planning Dept Re: File # 39T-14504/OZ-8417
Co – Alanna Riley
Co – Christine Dickson
Co – Dale Henderson

Dear Sir / Madam

This letter is to vehemently object to the zoning change for the 97 acre property that backs onto the Clayton Walk and Angela Court streets. The current subdivision, with its strong restrictive covenants was put in place to protect property values, and conformity to the neighbourhood.

The amendment to the zoning will strip the values and the beauty of the area.

In addition, a couple of other factors need to be addressed.

1. The environmentally sensitive area / creek running behind the area through the 97 acre parcel must be preserved.
2. Prior to purchase, we were assured by the city when we inquired, that there was not enough sewage capacity to accommodate any development for at least 5 years
3. York Developments is known for minor zoning changes and then obtaining sweeping changes through the OMB for high density development.
4. The immediate reduction in property values will further decimate the city's tax coffers. If approved, each home in the area will be devalued by an estimated 50%, hence, MPAC must reduce the assessed value and reduce our taxes by 50%. One home is between \$3,500 and \$4,200. That will make a significant difference.

We implore you to approve nothing more than single family residential zoning for this property.

Kurt Hammond
[Redacted]

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

October 21, 2014

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON, N6A 4L9

To the addressed;
Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley
P 519-661-2500 ext 4579
F 519-661-5397
e-mail: ariley@london.ca

My name is Jana Hammond and I am writing today to inform you of my strong objection to the application for approval of draft plan of subdivision concerning Amendment File 39T-14504/OZ8417 and specifically am vehemently opposed to the 'development of multi family medium density residential' as is indicated in this amendment application.

As a current resident of the neighbourhood to the immediate SW of this development area, a neighbourhood also known as 'North Lambeth Estates' I wish to preserve the value of our homes and the integrity of the overall area by disputing the application put forth by MHBC Planning on behalf of 2219008 Ontario Limited (YORK DEVELOPMENTS).

As the home owner of the property addressed [REDACTED] I am writing to object to the application to amend this land use and feel extremely strongly that the possible change to zoning – a Residential R6 (R6-5) Zone to facilitate vacant land condominiums and to support a range of low and medium density residential uses such as (single detached dwellings removed as we are not opposed to this) semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings... will greatly diminish our current home value and destroy the integrity of our entire subdivision.

Upon purchasing the lot to build our homes we were informed of the great standards and guidelines that we were to adhere to in order to build in our neighbourhood. From sky reaching roof pitches to high quality exterior finishes we met every standard in an effort to preserve the intended look of this beautiful high scale neighbourhood that we now call home. We intend to now preserve the surrounding areas as well and will do so by disputing this proposed amendment. We will stand together as a community to prevent this proposal from going through. We endeavour to not allow this developer to put high rises in our backyards and take the valuable equity from our homes that have grown as a result of the standards that were put in place to make it the beautiful neighbourhood it is today and that we work so hard to maintain.

We will not allow this developer to take away our beautiful sunsets!

Please ensure that I am informed of a public meeting when it is scheduled as well as I am requesting as was indicated in the notice, to be informed of all updates/developments pertaining to this specific plan and all/any decisions.

Regards, Jana Hammond

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: Adam [REDACTED]
Sent: Wednesday, October 15, 2014 7:38 AM
To: Riley, Alanna
Cc: christinedickson@rogers.com
Subject: Lambeth 39T-14504

Dear Alanna Riley,

Thank you for your letter dated September 15, 2014 regarding the aforementioned applications.

I have no opposition to the orderly development of these lands and my comments pertain mainly to Block 205 on the proposed draft plan of subdivision.

Schedule 6 to the Southwest Area Secondary Plan identifies Block 205 as Low Density Residential. According to Figure 3 of you letter, the developer is not proposing to change the Low Density Residential designation for Block 205.

In reviewing the Low Density Residential policies in Section 20.5.7.1 of the Southwest Area Secondary Plan, I understand that “the intent of this designation is to provide for low-intensity residential uses consistent with existing and planned development”.

The proposed zoning of Block 205 shown on Figure 5 of your letter is R6-5. I do not believe that this zoning is consistent or compatible with the existing lots along Clayton Walk. The adjacent lands along Clayton Walk are zoned as R1-8 - the street is largely complete and has been developed with single detached dwellings on large lots. Zoning for a medium density development between existing single detached dwellings along Clayton Walk and the proposed lots (lots 1-7) on the proposed draft plan of subdivision does not seem logical in my opinion.

I understand that to support compatible development for the Lambeth Neighborhood in the Southwest Area Plan (Secondary Plan), Built Form and Intensity polices (Section 20.5.7.1.iii) state that “Development shall occur at a minimum density of 15 units per hectare and a maximum density of 30 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighborhood.”

I also understand that zoning implements the intent of these policies. In this case, to ensure that “buildings... shall be sensitive to the scale of development in the surrounding neighborhood”, Block 205 should be zoned as R1-8. This would mean that any future buildings would have to be similar in size. I would also be agreeable to some special zoning to allow for a condominium single detached development with a private road that will better utilize the whole parcel – however each condominium lot should meet the R1-8 zoning. I believe this would allow the developer to fully utilize this awkwardly shaped block, still ensure that intensification levels are met for this block, and that future buildings are consistent with the surrounding area.

These comments are respectfully submitted.

Please contact me with any questions.

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

October 14, 2014

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON, N6A 4L9

To the addressed;
Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley
P 519-661-2500 ext 4579
F 519-661-5397
e-mail: ariley@london.ca

My name is '**Ron Osborne**' and I am writing today to inform you of my strong objection to the application for approval of draft plan of subdivision concerning Amendment File 39T-14504/OZ8417 and specifically am vehemently opposed to the '*development of multi family medium density residential*' as is indicated in this amendment application.

As a current resident of the neighbourhood to the immediate SW of this development area, a neighbourhood also known as 'North Lambeth Estates' I wish to preserve the value of our homes and the integrity of the overall area by disputing the application put forth by MHBC Planning on behalf of 2219008 Ontario Limited (YORK DEVELOPMENTS).

As the home owner of the property addressed '**7030 Clayton Walk**, I am writing to object to the application to amend this land use and feel extremely strongly that the possible change to zoning – a *Residential R6 (R6-5) Zone to facilitate vacant land condominiums and to support a range of low and medium density residential uses such as (single detached dwellings removed as we are not opposed to this) semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings...* will greatly diminish our current home value and destroy the integrity of our entire subdivision.

Upon purchasing the lot to build our homes we were informed of the great standards and guidelines that we were to adhere to in order to build in our neighbourhood. From sky reaching roof pitches to high quality exterior finishes we met every standard in an effort to preserve the intended look of this beautiful upscale neighbourhood that we now call home. We intend to now preserve the surrounding areas as well and will do so by disputing this proposed amendment. We will stand together as a community to prevent this proposal from going through. We endeavour to not allow this developer to put high rises in our backyards and take the valuable equity from our homes that have grown as a result of the standards that were put in place to make it the beautiful neighbourhood it is today and that we work so hard to maintain.

We will not allow this developer to proceed with the proposed plan.

Please ensure that I am informed of a public meeting when it is scheduled as well as I am requesting as was indicated in the notice, to be informed of all updates/developments pertaining to this specific plan and all/any decisions.

Regards, **Ron Osborne and Nancy Rochester**

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

October 12, 2014

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON, N6A 4L9

To the addressed;
Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley
P 519-661-2500 ext 4579
F 519-661-5397
e-mail: ariley@london.ca

Dear sir/madam

We reside at [REDACTED] and are writing to express our objections/concerns to provisions in the draft plan of subdivision concerning Amendment File 39T-14504/OZ8417 (the Plan) as put forth by MHBC Planning on behalf of 2219008 Ontario Limited (York Developments).

Our house is situated in the vacant land condominium development at the southwest corner backing onto the south Storm Water Management Pond.

Our understanding when we purchased our house six years ago, was that Block 206 was likely going to be Open Space or a Storm Water Management Pond in any future development of the Subject Lands. The change of Block 206 to Future Development raises a number of concerns. The first concern/question is where the access to this development would come from. If access through Block 210 (Open Space) is not granted then this development is effectively landlocked. There are also some concerns in terms of storm water coming from this development. Would storm water from this development go to the ponds behind our house and could the ponds handle a surge from a storm. On the storm water issue how is all the run off from the Subject Lands going to be directed to Block 214 (new Storm Water Management Pond) or is some of this run off expected to make its way to the ponds bordering our house. For all of the reasons and uncertainty expressed above we object to the change of Block 206 to Future Development.

The Plan also requests Medium Density Residential housing for block 204. We are concerned by the ability of the developer to be able to apply bonusing provisions to obtain High Density Residential if they are allowed Medium Density Residential. We understand this is a normal methodology by developers and by this developer in particular. Even without the bonusing ability, we do not believe that semi-detached townhomes and low rise apartment buildings fit the surrounding neighbourhoods and will undoubtedly result in a decline in property values for the Clayton Walk bordering homes. So we object to the change of Block 214 to Medium Density Residential.

We also have a concern over traffic flow. It is not unreasonable to expect the southerly flow of the Subject Lands to flow through Clayton Walk onto Colonel Talbot Road. This could create a burden

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

for accessing Colonel Talbot from Clayton Walk. We believe there should be direct access to Colonel Talbot from the Subject Lands to mitigate this problem. Consideration to lights at this intersection should also be considered.

Please contact the undersigned if any clarification of our views is required.

Yours sincerely,



Todd and Wendy van Rees

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: Jim Dimitropoulos [REDACTED]
Sent: Thursday, October 09, 2014 10:19 AM
To: Riley, Alanna
Subject: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417: Environmental Objections

Ms Riley,

Please see my environmental objections to the Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417

We received your notice regarding the request to re-zone the property behind our home at 6960 Clayton Walk. Let me fist state that I vehemently oppose the re-zoning for the purpose of the development of multi-family medium density residential'

Apart from the anger that a potential apartment building could be erected, resulting in the complete loss of privacy in my backyard (where my three young children play on a daily basis), I have serious concerns regarding the environmental impact to our neighbourhood. Specifically, I have concerns with: sewer loading capacity; the relocation of the storm water management pond (SWMP).

We had understood that development of the land of Courtney's Farm, would follow on completion of the Southside Sewage Treatment Facility. As this Facility's not even started we have serious reservations about the viability of development, especially as building will occur to the East and North of two ESAs.

Notwithstanding the Sewage Treatment efficiencies summarised in the Free Press Article of September 21 (<http://www.lfpress.com/2014/09/21/city-can-delay-building-new-80-million-sewage-plant-in-southwest-london-for-at-least-20-years>) any shortcoming in the Storm Water or Sewage Treatment processes, possibly could severely and negatively impact these Environmentally Sensitive Areas (ESAs). After all, water flows downhill and these proposed changes could produce an upsurge, should any flash flooding occur. Which excess flooding from a paved infrastructure, may well end up in Dingman Creek.

Which leads to the other issue of concern: the proposed plan has relocated the Storm Water Management (SWM) Pond onto Pack Road, at the Western Edge of the proposed development. We had understood that the area identified as "Block 206" on the Draft plan, had originally been slated as the SWMP for this new development. We have serious reservations about this proposed relocation and we also strongly object to it.

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Firstly, we were advised that this piece of land - "Block 206" - could not be developed as any such development would impact on the ESA. In the City documents the ESA is shown as both Dingman and also the small tributary creek which runs East-West into Dingman. The properties of the MVLCC which adjoin the entire ESA were purchased, based on the understanding that there would be no development of "Block 206" because of this potential environmental impact. Apparently the ESA requires an uninterrupted flow along Dingman Creek and the proposed development could impact on that flow.

The original design of the SWMP by IBI Group - previously called Cummings / Colborne - called for a continuous SWM, along Dingman Creek. The IBI Group design included this constraint, to meet the ESA flow requirement mentioned above. Further, the developer of MVLCC #532 requested and negotiated with the previous owner a complete and comprehensive SWM plan as recommended by the IBI Group. This SWM plan, the City of London approved. Hence the proposed Amendment will change and possibly negate an approved SWM plan.

Secondly any future development of "Block 206" would require road access off Pack Road. Both the access Road and the associated development, would immediately abut at least one ESA. With concomitant concerns for potential negative impact on the Dingman ESA. As mentioned above, flash floods might cause overflow which could possibly drain directly into Dingman.

For these reasons, we strongly and strenuously object to this change.

In summary we strongly object to:

1. the inclusion of Mixed Use/Medium Density Residential in the Amendment;
2. The relocation of the storm water management pond (SWMP).

Sincerely

Jim Dimitropoulos



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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: [REDACTED]
Sent: Monday, October 06, 2014 2:50 PM
To: Riley, Alanna
Subject: Please do not allow these changes - Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417

RE: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417

Hello Alanna,

This is a follow-up to my email I sent last week. Please include this in the report for the Planning and Environment Committee.

Thank you for the notice dated September 15 2014, which we received on September 23 2014. My family are the residents of 7006 Clayton Walk, London, ON have reviewed this Application for Amendment and offer the following comments.

We understand the need for development, as the City of London needs development in order to ensure long term growth. In that vein, we also recognized when they purchased or built their Vacant Land Condominium Units, that the land immediately to our North - the land of Courtney's Farm - would eventually develop. Everyone reasonably anticipated and so understandably expected that the development would continue within the framework of a Single Family configuration. This Application Notice clearly shows that such is not the case, which raises several significant concerns and objections. We summarise both our concerns and objections in the following paragraphs.

We have strong concerns with and objections to, the proposal for Mixed Use/Medium Density Residential in the plan amendment. We base our objections on general grounds and also on specific concerns.

Firstly we wish to address the general grounds of our concerns and objections. We firmly believe that Mixed Use/Medium or even High Density Residential is best developed in the core area of a City. Not in the City's Urban surrounds. Whilst we recognise the need for convenience shopping both Lambeth Main Street and also the corner of Southdale and Colonel Talbot adequately fulfil immediate needs. Additional requirements are more than adequately met by the businesses on Wonderland South of Southdale. Hence the proposed development more than likely would not be additional consumer businesses; rather we infer multi-unit buildings of varying configurations. More generally, the chronic problems in downtown London would be vastly eased by accelerating development of Mixed Use/Medium or even High Density Residential in the core and NOT in our neighbourhoods.

We were strongly opposed to the startlingly bad decision to build high rises on Southdale, East of Colonel Talbot and feel even more strongly that this poor decision should not be repeated under any circumstance. Thus, we strongly object to the inclusion of Mixed Use / Medium Density Residential Development in the Amendment.

Specifically, we have concerns with:

- sewer loading capacity;

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

- the relocation of the storm water management pond (SWMP).

We had understood that development of the land of Courtney's Farm, would follow on completion of the Southside Sewage Treatment Facility. As this Facility's not even started, we have serious reservations about the viability of development, especially as building will occur to the East and North of two ESAs. Notwithstanding the Sewage Treatment efficiencies summarised in the Free Press Article of September 21 (<http://www.lfipress.com/2014/09/21/city-can-delay-building-new-80-million-sewage-plant-in-southwest-london-for-at-least-20-years>). Any shortcoming in the Storm Water or Sewage Treatment processes, possibly could severely and negatively impact these Environmentally Sensitive Areas (ESAs). After all, water flows downhill and these proposed changes could produce an upsurge, should any flash flooding occur. Which excess flooding from a paved infrastructure, may well end up in Dingman Creek.

Which leads to the other issue of concern: the proposed plan has relocated the Storm Water Management (SWM) Pond onto Pack Road, at the Western Edge of the proposed development. We had understood that the area identified as "Block 206" on the Draft plan, had originally been slated as the SWMP for this new development. We have serious reservations about this proposed relocation and we also strongly object to it.

Firstly, we were advised that this piece of land - "Block 206" - could not be developed as any such development would impact on the ESA. In the City documents the ESA is shown as both Dingman and also the small tributary creek which runs East-West into Dingman. All properties of the MVLCC which adjoin the entire ESA were purchased, based on the understanding that there would be no development of "Block 206" because of this potential environmental impact. Apparently the ESA requires an uninterrupted flow along Dingman Creek and the proposed development could impact on that flow.

The original design of the SWMP by IBI Group - previously called Cummings / Colborne - called for a continuous SWM, along Dingman Creek. The IBI Group design included this constraint, to meet the ESA flow requirement mentioned above. Further, the developer of MVLCC #532 requested and negotiated with the previous owner a complete and comprehensive SWM plan as recommended by the IBI Group. This SWM plan, the City of London approved. Hence the proposed Amendment will change and possibly negate an approved SWM plan.

Secondly any future development of "Block 206" would require road access off Pack Road. Both the access Road and the associated development would immediately abut at least one ESA. With concomitant concerns for potential negative impact on the Dingman ESA. As mentioned above, flash floods might cause overflow which could possibly drain directly into Dingman.

For these reasons, we strongly and strenuously object to this change.

In summary we strongly object to:

1. the inclusion of Mixed Use/Medium Density Residential in the Amendment;
2. the relocation of the storm water management pond (SWMP).

We may have other concerns or objections, which we will notify you of - if or as they arise.

Thank you for your consideration in these matters.

Sincerely,

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: [REDACTED]
Sent: Friday, October 03, 2014 3:03 PM
To: Riley, Alanna
Subject: Objection to zoning change - File 39T-14504/OZ-8417

City of London

Development Planning Division

RE: File # 39T-14504/OZ-8417

Planner: Alanna Riley

Alanna,

This letter is to vehemently object to the zoning change for the 97 acre property that backs onto Clayton Walk in North Lambeth Estates. The current subdivision, with its strong restrictive covenants was put in place to protect property values, and conformity to the neighbourhood. The amendment to the zoning will strip the values and the beauty of the area.

In addition, there are a couple of other factors need to be addressed.

1. The environmentally sensitive area / creek running behind the area through the 97 acre parcel must be preserved.
2. Prior to purchase, we were assured by the city when we inquired, that there was not enough sewage capacity to accommodate any development for at least 5 years.
3. York Developments is known for minor zoning changes and then obtaining sweeping changes through the OMB for high density development.
4. The immediate reduction in property values will further decimate the city's tax coffers. If approved, each home in the area will be devalued by an estimated 50%, hence, MPAC must reduce the assessed value and reduce our taxes by 50%. That will make a significant difference.

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Riley, Alanna

From: [REDACTED]
Sent: Friday, October 03, 2014 5:33 PM
To: Riley, Alanna
Subject: Re: 39T-14504/OZ-8417

Alanna,

We are residents of North Lambeth (7222 Clayton Walk) and have concerns regarding a Notice of Application (as above) dated September 15, 2014.

We will be strongly objecting to the approval of this development before the deadline. However, we were just wondering, in the event that this application is finally approved, are there any indications as to how many phases there would be and where would Phase 1, 2 and 3 etc. begin. Are the phases allocated to Street "A", "B" etc.?

Thank you,

Janet and Derek Macartney

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

City of London

Planning Dept Re: File # 39T-14504/OZ-8417

Co – Alanna Riley

Co – Christine Dickson

Co – Dale Henderson

Dear Sir / Madam

This letter is to vehemently object to the zoning change for the 97 acre property that backs onto the Clayton Walk and Angela Court streets. The current subdivision, with its strong restrictive covenants was put in place to protect property values, and conformity to the neighbourhood.

The amendment to the zoning will strip the values and the beauty of the area.

In addition, a couple of other factors need to be addressed.

1. The environmentally sensitive area / creek running behind the area through the 97 acre parcel must be preserved.
2. Prior to purchase, we were assured by the city when we inquired, that there was not enough sewage capacity to accommodate any development for at least 5 years
3. York Developments is known for minor zoning changes and then obtaining sweeping changes through the OMB for high density development.
4. The immediate reduction in property values will further decimate the city's tax coffers. If approved, each home in the area will be devalued by an estimated 50%, hence, MPAC must reduce the assessed value and reduce our taxes by 50%. One home is between \$3,500 and \$4,200. That will make a significant difference.

We implore you to approve nothing more than single family residential zoning for this property.

Name



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File: 39T-14504/OZ-8417
Planner: Alanna Riley

EMMA GERAGHTY



October 18, 2014

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON,
N6A 4L9

Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley

I am a resident of Clayton Walk in Lambeth and I am writing to inform you that my family is vehemently opposed to aspects of the proposed redevelopment by York Developments of the 40.5 hectare parcel of land located south west of the intersection of Colonel Talbot Road and Pack Road.

We moved to North Lambeth from the Byron area where substantial development in the Riverbend / Riverbend West / Warbler Woods Walk area forced a boundary change meaning our children had to be relocated to a new school. We had purchased our previous property on Chestnut Hill in Warbler Woods West not three years earlier but in that time we had seen such an increase in traffic in the area we were concerned for our investment and the safety of our children. After much research we decided on Lambeth for our new home. Lured by the concept of being in "country near city", Lambeth seemed to offer everything in terms of beauty, peace and quiet, good schools and established neighbourhoods. We settled on a property in the Clayton Walk subdivision and were reassured by the strict guidelines one had to adhere to in order to build there in an effort to preserve the intended look of this beautiful up-scale neighbourhood that we now call home.

We moved in to 6960 Clayton Walk on September 12th and, to our dismay, we received the letter containing details of the proposed plan of subdivision and zoning amendment no more than a week later. The area that is proposed to be re-zoned backs immediately onto our property. We cannot afford to move again and we refuse to stand by passively and watch our neighbourhood destroyed.

Re-zoning - a Residential R6 (R6-5) Zone to facilitate vacant land condominiums and to support a range of low and medium density residential uses such semi-detached dwellings, stacked townhouses, apartment buildings and senior citizen apartment buildings... **We strongly object to the proposal for medium density dwellings on that land.** Whilst no one would want high-rises in their backyard, it seems incomprehensible that the City would even consider this given the semi-rural nature of the area, lack of supporting infrastructure, environmental impact and the pressure on schools already at capacity.

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EMMA GERAGHTY

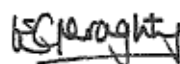
6960 Clayton Walk • London • Ontario • N6P 0B2
Tel: (519) 269-2272 • emgeraghty@gmail.com • egeraghty@FanshaweC.ca

Our specific objections are these:

1. The re-zoning proposal will destroy our current home value, diminish our equity and in turn the integrity of our entire subdivision.
2. Environmental impact. This parcel of land is an area of outstanding beauty and is home to a variety of wildlife.
3. More Greenfield sites? It is shocking that the City might consider approving the continued development of greenfield sites of environmental significance when the core of the City is so run-down with dozens of brownfield sites in desperate need of redevelopment and investment to create much needed jobs and homes in the downtown area.
4. Pressure on existing infrastructure - roads. In the proposal no consideration is given to what the developer will provide in the way of improved infrastructure to the area. To continue to develop rural areas and subdivisions that are car-dependent is short sighted and irresponsible. The area in question is fed by one main road: Colonel Talbot. The effect on traffic will be immense, as we have seen in my old neighbourhood of Byron which was the catalyst of our decision to move. This is one of the reasons why we are so opposed to the construction of apartment buildings and medium density residential.
5. Impact on existing infrastructure – schools, sewage, waste, water run-off. Another huge subdivision, directly opposite the Talbot Village development, will put massive pressure on the small local schools and put our children through another unnecessary boundary review and the upheaval associated with a change of schools.
6. New high rises constructed on Southdale Road/Col. Talbot (Pomery Place) are a shocking addition to the existing skyline, destroying the lifestyles of homeowners in the immediate area. These are entirely misplaced so far from the city and without trains, trams, subways or other transport networks to minimise the impact on local traffic. We do not wish the same atrocity backing on to our homes and therefore strongly object to the inclusion of Mixed Use / Medium Density Residential Development in the Amendment.

I also request to be informed of all updates and developments pertaining to this specific plan and all decisions made.

Yours sincerely



Emma J Geraghty

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

Therese Landry, LL.B.



London, ON
N6P 0A1

September 24, 2014

Manager of Development Planning
Development Services Division
City of London
300 Dufferin Avenue
P.O. Box 5035
London, ON., N6A 4L9

#10176
RECEIVED BY

SEP 30 2014

CITY OF LONDON
DEVELOPMENT SERVICES

Attention: Manager of Development Planning

RE: File 39T-14504/OZ-8417

Dear Madam or Sir

Regarding the above referenced File, my husband and I would like to be notified of the City's decision in respect of the proposed plan of subdivision.

Yours very truly,

Therese Landry and Edward Feddema

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File: 39T-14504/OZ-8417
Planner: Alanna Riley

City of London
Development Planning Division,
6th Floor, City Hall,
300 Dufferin Avenue, P.O. Box 5035
London, ON, N6A 4L9

RECEIVED BY

2014

CITY OF LONDON
DEVELOPMENT SERVICES

To the addressed;
Re: Notice of Application for Zoning By-law Amendment File 39T-14504/OZ-8417
Planner: Alanna Riley
P 519-661-2500 ext 4579
F 519-661-5397
e-mail: ariley@london.ca

Good day,

We purchased our home at [REDACTED] on September 12, 2014 for over \$650,000, mainly because it is in a quiet neighbourhood and backing onto a quiet farm. Much to my shock did I find out that the City is looking to change the zoning behind my house to build 200 new homes! Worst yet is the request for re-zoning to allow stacked housing and apartment buildings.

This is completely and utterly unacceptable considering the fact that the overwhelming majority of my neighbours spent a small fortune buying their houses and now the city wants to re-zone this area for a potential apartment building!

One of the main reasons for purchasing in this neighbourhood was due to the restrictive covenants enforced in the neighbourhood in order to protect property values, and conformity to the neighbourhood. This proposed amendment to the zoning will strip the values and the beauty of our neighbourhood completely. We intend to now preserve the surrounding areas as well and will do so by disputing the proposed amendment for the '*development of multi-family medium density residential*' as is indicated in this amendment application.

My personal position is that the City of London needs to protect its tax paying citizens that spend their hard earned money to purchase a beautiful home and to not force upon them any surrounding structures that might de-value this home that they worked so hard to acquire. I'm petitioning that the city think logically as to why on earth they would consider approving zoning for a potential apartment building that would overlook a high-end residential neighbourhood. This makes absolutely zero sense, and I'm asking with the city to turn down the request to rezone this area.

The neighbourhood is currently organising to collectively fight against this development and we will stand together as a unified community to prevent this proposal from going through.

Regards,



Jim Dimitropoulos



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File: 39T-14504/OZ-8417
Planner: Alanna Riley

OCT-22-2014 11:12A FROM: PARKLANE SYSTEMS

P. 2/4

October 21, 2014

City of London
Development Planning Division
6th Floor, City Hall
300 Dufferin Ave., P.O. Box 5035
London, ON
N6A 1L9

Dear Sir/Madam:

RE: Notice of Application for Zoning By-Law Amendment – File 39T-14504/OZ-8417
Planner: Alanna Riley
Phone: 519-661-2500 ext 4579 Fax: 519-661-5397
Email: ariley@london.ca

We are in receipt of this notice dated September 15, 2014, and have reviewed the Application for Amendment in regard to this development's potential impact to our property at 3534 Colonel Talbot Road.

We understand and appreciate the City's need for development and recognized many years ago that the lands surrounding us to the north-east and the south-west many eventually be developed. That understanding was significantly realized with the development along Colonel Talbot between Southdale and Pack Roads. During the initial planning of that development we saw no reason to comment or object as we were confident there would be no impact to our property based on the documentation provided by the City. However, there has been significant impact in our view. First, issues related to water run-off and the surrounding rise in the water table. Secondly, traffic and the amendment's, as well as the City's lack of attention to how significantly different it has been and will again increase. Thirdly, the areas of the project that were not specifically designated are of concern, and how changes moving forward just seem to happen without notice. As such, we want to take this opportunity to provide our comments, concerns and objections related to this application's plan since it will face our front door.

Over the many years of our initial residence at 3534 Colonel Talbot Road we had no problems with ground water run-off/water table. However, since the development along Colonel Talbot between Southdale and Pack Roads, the pond directly behind our property rises often and floods several feet into our back yard and our basement will also flood. Although the City was informed of these problems by ourselves and a number of our neighbours, we were ignored. As a result, we have had to go to great extremes and even greater expense to eliminate the basement floods by having the concrete of the basement perimeter dug and drainage installed, as well as the installation of two electric sump pumps with battery backup and one water powered sump pump in case of the former's failure. We have a close friend on Clayton Walk whose backyard floods regularly now with heavy rains or snow thaw since the development along Colonel Talbot between Southdale and Pack Roads, where prior there were no problems at all. This friend's property is directly adjacent to this new project with Dingman Creek running between. So, although the initial development along Colonel Talbot between Southdale and Pack Roads was approved by

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Surveyors, Engineers, Environmentalists and the City of London, this has been the result. If there are as many problems now with run-off and a rising water table, what will be the impact and consequences of this additional subdivision? Unless the City is prepared to provide a 20 year guarantee that our property will not be impacted any further than it has currently, we strenuously object to this entire plan.

The crossroads of Colonel Talbot and Pack Road have seen their share of motor vehicle accidents and collisions over the past 18 year of our residence and have only increased with the development along Colonel Talbot between Southdale and Pack Roads. Last summer, the City spent a great deal of time and, as such, taxpayers' money, widening that crossroad to include left turning lanes from Colonel Talbot north and south onto Pack Road east and west. That construction admittedly reduced congestion during peak travel times. We are greatly concerned however about the additional traffic this new development will bring. Just averaging 1.5 cars per household and with the current plan of single detached dwellings, we are looking at another potential 300 vehicles moving through those crossroads at peak travel times in the future. The reconsideration of this additional traffic flow must be reviewed, revised and certainly addressed from a City budget perspective. Turning lanes will be absolutely necessary eastbound on Pack Road, as will traffic lights. Perhaps the developer should pay for a full roundabout since the project impacts so drastically on density. The alternative of a roundabout is significantly more appealing because although a reduction in the speed limit from 80km to 70km per hour has been posted, it is far from being adhered to and certainly has not been monitored in our view. We are regularly passed at high speed when attempting a left turn into our driveway... and not just on the right side!

We have no concerns related to the single detached dwellings (R1-8). These lots appear to be of good size and layout. However, we have very strong concerns and objections to the proposal for Mixed Use/Multi-Family Medium Density Residential and Future Development areas in the plan amendment (Blocks 203, 204, 205 and 206). We are objecting to their inclusion in the amendment and request detailed information related to these areas prior to any approval of the amendment, as the vague description today may lead to an unwanted repeat of poor decisions made related to Southdale, east of Colonel Talbot to allow high rises and commercial plazas in the future. High rises in this or even on Southdale are totally unacceptable, as are row houses, cluster housing, low rise apartments, rooming and boarding houses, emergency care facilities, converted dwellings, small scale nursing homes, rest homes and homes for the aged.

It has also been brought to our attention that the proposed plan has relocated the Storm Water Management Pond (SWMP) to an area that would directly affect an Environmentally Sensitive Area (ESA) which runs along Pack Road and is connected to Dingman Creek. These proposed changes, we understand, are in complete contradiction to a previously recommended SWM plan put forth by the IBI Group and approved by City of London. We often hike in this area and see many species of wild birds, butterflies and animals including Bald Eagle, Red Tailed Hawk, Blue Heron, Indigo Bunting, Scarlet Tanager, Baltimore and Orchard Oriole, Owls, Monarchs, White Tailed Deer, Cottontail Rabbit, Woodchuck, not to mention the Snakes, Frogs, Toads, Turtles, Salamanders and insect populations, just to mention a few. We strongly object to any consideration of this proposed relocation.

Lastly, under "Proposal" of the Notice of Application there are references to Blocks 176, 177 and 178. These blocks do not appear on the Draft Plan of Subdivision. We request clarification on these noted blocks at your earliest convenience.

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In summary we have concerns and objections to:

- Water run-off and the surrounding rise of the water table
- Traffic flow and volume issues
- The inclusion of Mixed Use/Multi-Family Medium Density Residential and Future Development in the Amendment
- The proposed relocation of SWMP

We may have other concerns and/or objections related to this plan, of which we will notify the City in the future should they arise.

Thank you,

Terence and Sara Kane

[REDACTED]
London, ON

[REDACTED]
[REDACTED]

Emailed and Faxed – October 22, 2014

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Bibliography of Information and Materials

Request for Approval:

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

Reference Documents:

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

Correspondence:

*all located in City of London File No. 39T-14504 unless otherwise stated.
Also see attached public correspondence in previous section.

Internal responses -

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

External responses-

B. DeSando, Canada Post
C. Creighton, UTRCA

Reports submitted with Application:

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