

File: 39T-15501/Z-8470
Planner: Nancy Pasato

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: BARRY ZAGDANSKI C/O Z-GROUP 132, 146 & 184 EXETER ROAD PUBLIC PARTICIPATION MEETING ON DECEMBER 12, 2016 at 5:00 PM

RECOMMENDATION

That on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of Barry Zagdanski c/o Z-Group relating to the properties located at 132, 146 & 184 Exeter 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 Barry Zagdanski c/o Z-Group for the draft plan of subdivision relating to the property located at 132, 146 & 184 Exeter Road;
- (b) The Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval on a portion of the draft plan of subdivision, as red-line amended, which shows 25 low density blocks, 18 medium density blocks, 2 park blocks, 4 multi-use pathway blocks, 1 stormwater management block, 1 future stormwater management or residential block, 1 light industrial block, 2 open space blocks, 1 school block, 1 future road block, as well as several 0.3 m reserves and road widenings, all served by 4 new secondary collector roads, and 11 new local streets, **SUBJECT TO** the conditions contained in the attached Appendix "B", it being noted that a new subdivision application, including the required reports studies and fees, will be required for the referred portion of the subdivision;
- (c) The request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR6) Zone, a Holding Light Industrial (h-17*LI3) Zone, and an Environmental Review (ER) Zone **TO** a Residential R1 (R1-1) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 m and a minimum lot area of 250 m² **BE REFUSED** for the following reasons:
 1. The requested zone is applied to existing development located within older neighbourhoods in the City. The recommended R1-13 Zone more appropriately reflects the proposed lot sizes within a suburban/new development environment;
- (d) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on December 19, 2016 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR6) Zone, a Holding Light Industrial (h-17*LI3) Zone, and an Environmental Review (ER) Zone **TO**:

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- i) a Holding Residential R1 Special Provision (h*h-100*R1-4(___)) Zone to permit single detached dwellings with a minimum frontage of 12.0 metres (39.4 feet), a minimum lot area of 360 square metres (3,875 square feet), with a special provision to ensure 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;
- ii) a Holding Residential R1 Special Provision (h*h-100*R1-13(___)) Zone to permit single detached dwellings with a minimum frontage of 9.0 metres (29.5 feet), a minimum lot area of 270 square metres (2,906 square feet), with a special provision to reduce the rear yard setback to 6.0 metres (whereas 7.0 metres is required), and to ensure 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;
- iii) a Holding Residential R1 Special Provision/Neighbourhood Facility (h*h-100*R1-4(___))/NF Zone to permit single detached dwellings with a minimum frontage of 12.0 metres (39.4 feet), a minimum lot area of 360 square metres (3,875 square feet), with a special provision to ensure 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, and to permit Places of Worship, Elementary Schools and Day Care Centres;
- iv) a Holding Residential R4 Special Provision (h*h-100*R4-6()) Zone to permit street townhouse dwellings with a minimum lot area of 145 square metres (1,561 square feet), a maximum lot coverage of 45%, and a maximum height of 12.0 metres, with a special provision to increase the lot frontage to a minimum 7.0 metres (whereas 5.5 metres is the minimum);
- v) a Compound Holding Residential R5/R6 Special Provision (h*h-100*h-198*R5-4(___)/R6-5(___)) Zone to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and maximum density of 75 units per hectare;
- vi) a Compound Holding Residential R5/R6 Special Provision (h*h-100*h-198*R5-4(_*_)/R6-5(_*_)) Zone to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, with a special provision for a minimum height of two (2) storeys, a maximum height of nine (9) storeys, a minimum density of 30 units per hectare and maximum density of 100 units per hectare;
- vii) an Open Space (OS1) Zone to permit uses such as City or private parks;
- viii) 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); and
- ix) a Holding Light Industrial (h-17*LI2/LI4/LI7) Zone, to permit a range of industrial uses including to permit a range of industrial and commercial type uses, such as bakeries; business service establishments; laboratories; manufacturing and assembly industries; offices support; paper and allied products industries excluding pulp and paper and asphalt roofing industries; pharmaceutical and medical product industries; printing, reproduction and data processing industries; research and development establishments; warehouse

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establishments; wholesale establishments; custom workshop; brewing on premises establishments; service trade; existing self-storage establishments; dry cleaning and laundry plants; food, tobacco and beverage processing industries excluding meat packaging; leather and fur processing excluding tanning; repair and rental establishments; service and repair establishment; automotive uses, restricted; clinics; convenience service establishments; convenience stores; day care centres; financial institutions; medical/dental offices; personal service establishments; restaurants; automobile body shops; automobile repair garages; building or contracting establishments; repair and rental establishments; service and repair establishments; service trades; and truck sales and service establishments.

The following holding provisions have also been applied:

- (h) - to ensure that there is orderly development through the execution of a subdivision agreement and adequate securities;
 - (h-100) -to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available;
 - (h-198) - to encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan;
- (e) The application to amend the Zoning By-law for the easterly portion of the subject lands **BE DEFERRED** to a later date until such time as a new application for plan of subdivision is submitted, as noted in clause (b);
- (f) The City will **INITIATE** a Zoning By-law amendment application on behalf of the property owner to rezone Block 38 of this draft plan of subdivision should it be determined this block is not necessary for stormwater management purposes; and
- (g) The Applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in **Appendix "C"**.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

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

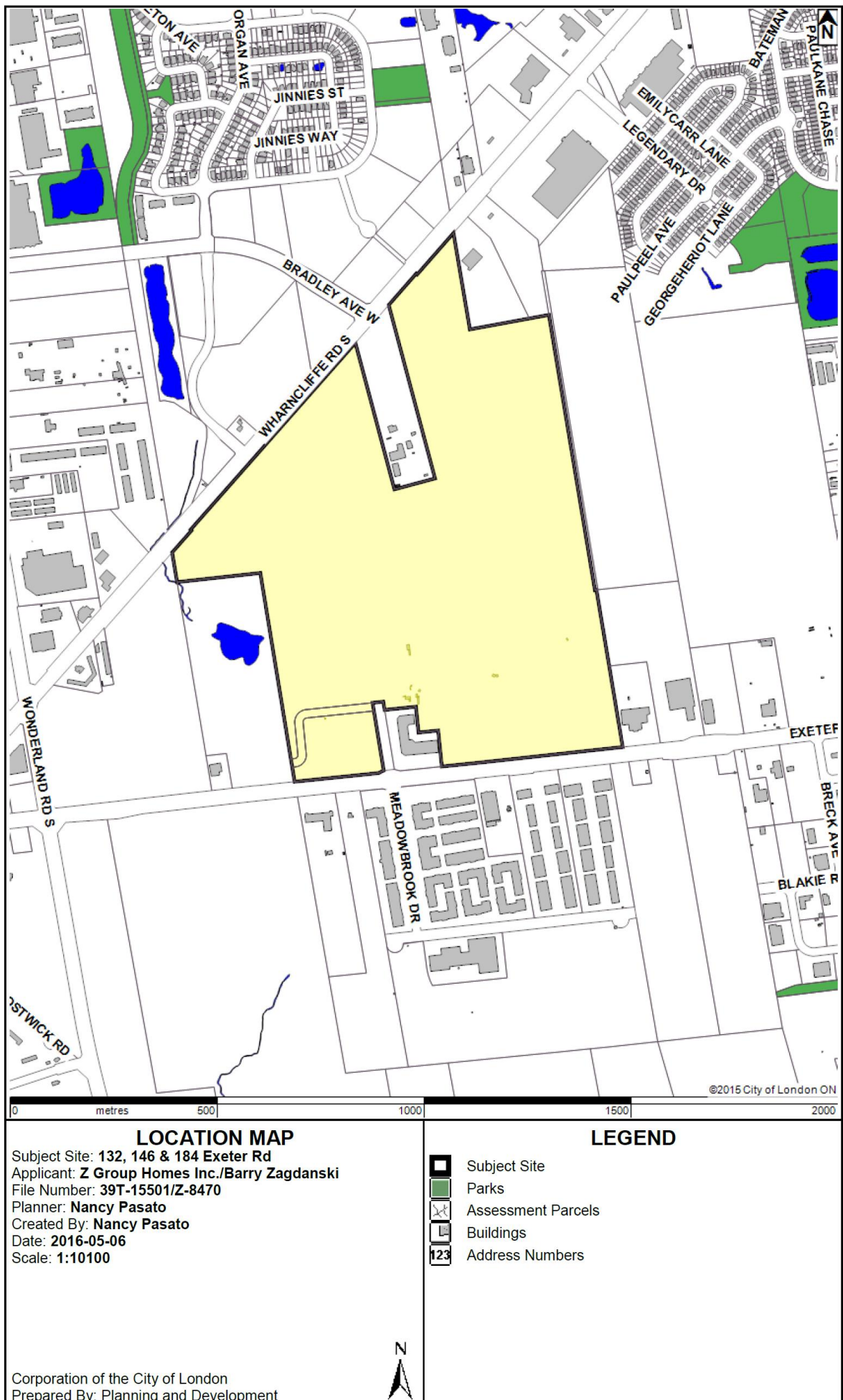
PURPOSE AND EFFECT OF RECOMMENDED ACTION

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 and defer the eastern portion of the subdivision.

RATIONALE

1. The recommended residential development is consistent with the Provincial Policy Statement.

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- The red-lined draft plan will conform with the Southwest Area Plan and the Official Plan (as amended).
- The conditions of draft approval will ensure that development will occur in an orderly manner and on full municipal services.
- The recommended zoning will ensure that the densities established through SWAP are implemented.
- The recommended development represents good land use planning.

BACKGROUND

Date Application Accepted: March 12, 2015
Date of Revised Application: April 20, 2016

Agent: Corri Marr, Stantec Consulting

REQUESTED ACTION: (revised application)

Revised request for a draft plan of subdivision to permit the development of a subdivision with approximately 601 single detached lots, 472 cluster single/townhouse dwellings, 221 street townhomes, 1 commercial block, 1 industrial block, 1 school block, 6 park/walkway blocks, 2 open space blocks and 1 stormwater management block, all served by the extension of Bradley Avenue (an arterial road), 4 new secondary collector roads, and 18 new local roads.

SITE CHARACTERISTICS:

- Current Land Use** – Vacant lands, commercial recreation (baseball diamonds/Dreamers Sports Park)
- Frontage** – 903.76 m (2,965.1 ft) along Wharncliffe Road
- 681.7 m (2,236 ft) along Exeter Road
- Area** - 79.3 ha (196 ac)
- Shape** - irregular

SURROUNDING LAND USES:

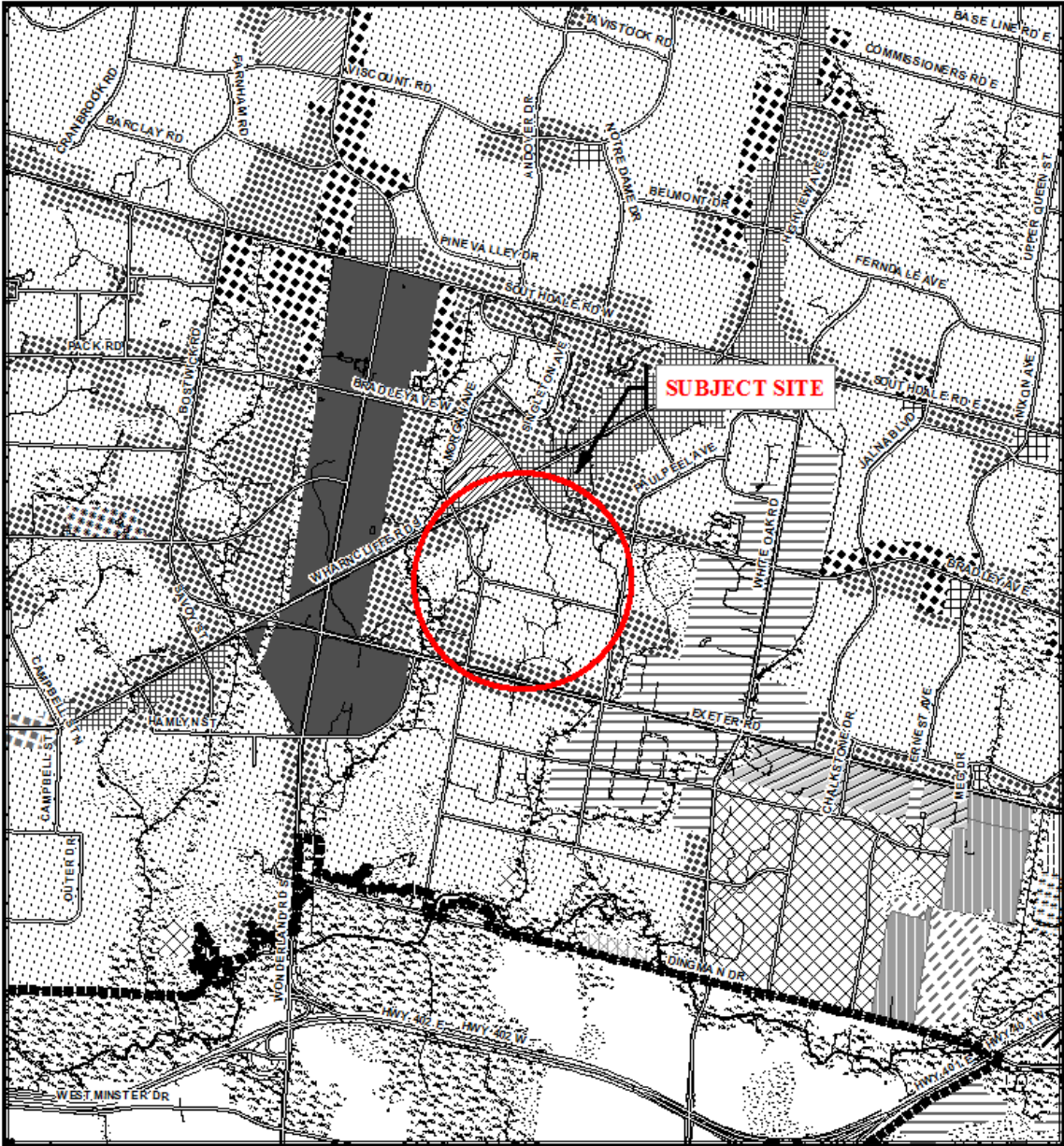
- North** – retail, residential, future residential and commercial (Bostwick Subdivision)
- South** – industrial and commercial uses (industrial mall), warehousing, vacant industrial
- East** – industrial and automotive uses, vacant lands
- West** – vacant lands

OFFICIAL PLAN DESIGNATION:

- Schedule “A” - Multi-Family, Medium Density Residential, Low Density Residential, Open Space
- Schedule “B1” – Unevaluated Wetland, Maximum Hazard Line, Significant Corridors
- Schedule B2” – Regulatory Floodlines, Watercourse
- Schedule “C” – Proposed Secondary Collector, Arterial Roads (Wharncliffe Road, Exeter Road)

EXISTING ZONING:

- Urban Reserve (UR6), Environmental Review (ER), Holding Light Industrial (h-17*LI3), Open Space (OS4)



Legend

Downtown

Wonderland Road Community Enterprise Corridor

Enclosed Regional Commercial Node

New Format Regional Commercial Node

Community Commercial Node

Neighbourhood Commercial Node

Main Street Commercial Corridor

Auto-Oriented Commercial Corridor

Multi-Family, High Density Residential

Multi-Family, Medium Density Residential

Low Density Residential

Office Area

Office/Residential

Regional Facility

Community Facility

Open Space

Urban Reserve - Community Growth

Urban Reserve - Industrial Growth

Office Business Park

General Industrial

Light Industrial

Commercial Industrial

Transitional Industrial

Rural Settlement

Environmental Review

Agriculture

Urban Growth Boundary

CITY OF LONDON

Department of
Planning and Development

OFFICIAL PLAN SCHEDULE A
- LAND USE -

PREPARED BY: Graphics and Information Services

Scale 1:30,000

Meters

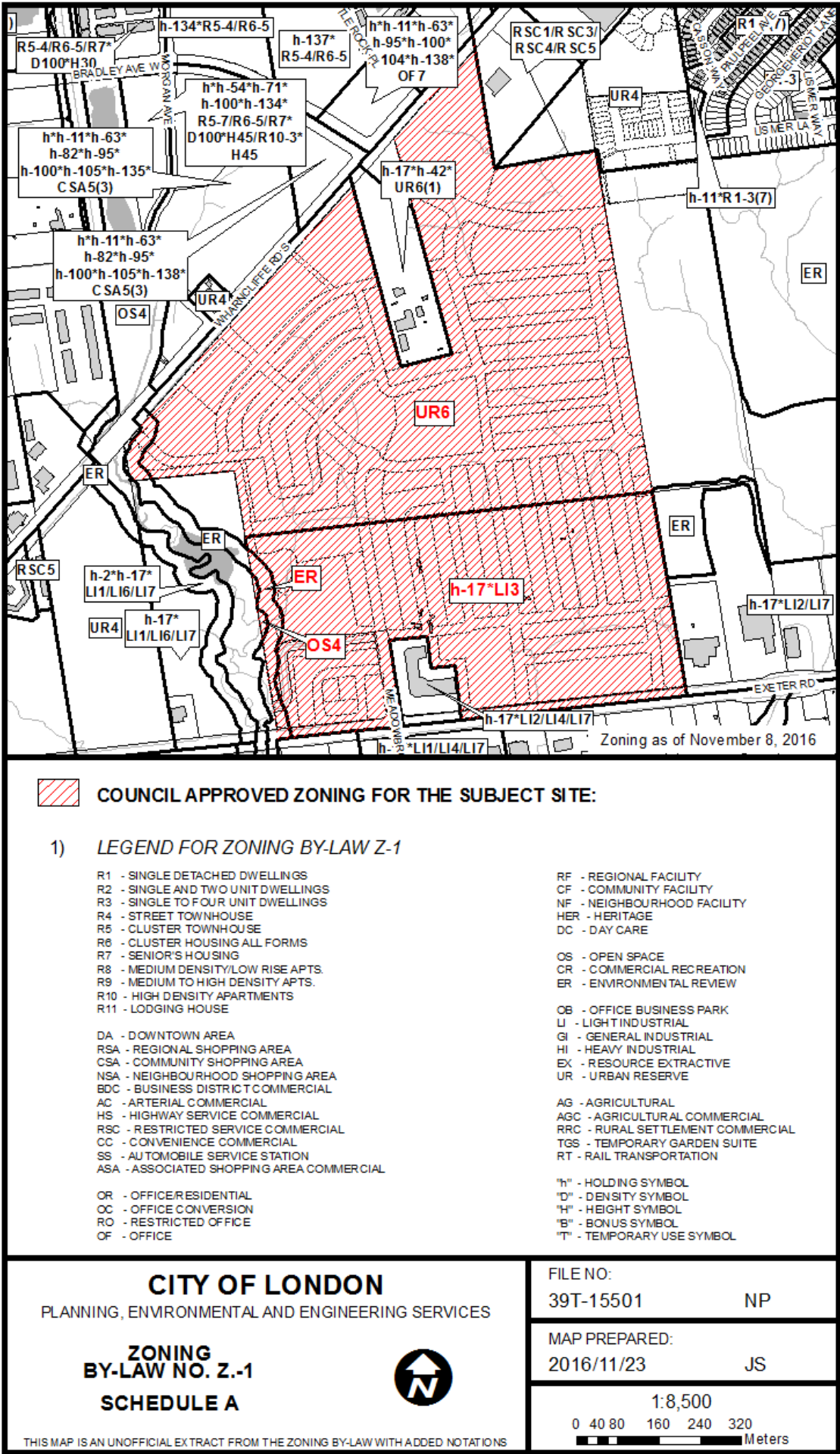
FILE NUMBER: 39T-15501

PLANNER: NP

TECHNICIAN: JS

DATE: 2016/11/23

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\koonsoi00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd



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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.

Stormwater Management and Subwatershed studies

The subject area has been a part of several Environmental Assessments (EA) and subwatershed studies. The original Dingman Creek Subwatershed Study was completed in 1995, and updated in 2005. In July 2001, the City of London completed a "Schedule B" Municipal Class Environmental Assessment (EA) to address storm drainage and stormwater management (SWM) requirements for the White Oak Area. An addendum to this EA was completed in 2014. The Pincombe Drain Stormwater Environmental Assessment was completed in 2011 and finalized in 2014. The Pincombe Drain EA identified the location of the stormwater management pond (shown as Block 68 on the proposed draft plan) – this pond is known as the Pincombe Drain SWMF 3. The White Oak EA identified another stormwater management pond which is to be located outside of this plan of subdivision on adjacent lands to the east. This pond is known as the White Oaks SWMF 3. Both of these ponds are necessary for the full development of this site.

Since the original application, the City initiated the Dingman Creek Stormwater Municipal Class Environmental Assessment in November 2015 to optimize the stormwater management strategy (SWM) for significant tributaries within the subwatershed, including Pincombe Drain and White Oak Drain. The strategy is intended to include a "complete corridor" to convey water, people, and animals as well as the latest SWM practices (i.e. Low Impact Development/Green Infrastructure). The recommended stormwater infrastructure in the Dingman EA may change the volume and footprint of some of the proposed ponds. As a result, the Dingman EA is intended to replace all EAs within the subwatershed. It is estimated this EA will be completed by end of 2017. In the interim, works scheduled in the City's GMIS before the end of 2017 will be constructed in accordance with the best available information.

Growth Management Implementation Strategy (GMIS)

The previous GMIS had originally allocated funds to complete the Pincombe Drain and the White Oaks SWMF 3 in 2016. As well, two major sanitary sewer projects, one located along Exeter Road (known as SS12B) and one located along Wharncliffe Road at Exeter Road (known as SS13B) were to be completed in 2016 and 2018, respectively.

The GMIS is reviewed and updated on a yearly basis. The most recent GMIS (2017) has now allocated the timing of funds for these projects as follows: Pincombe Drain SWMF 3 = 2017; White Oaks SWMF 3 = 2023; SS12B = 2017; SS13B = 2018

The below graphic shows the four major GMIS projects and their locations. Further discussion on the timing of these projects and its effect on the draft plan of subdivision will be provided later in the report.

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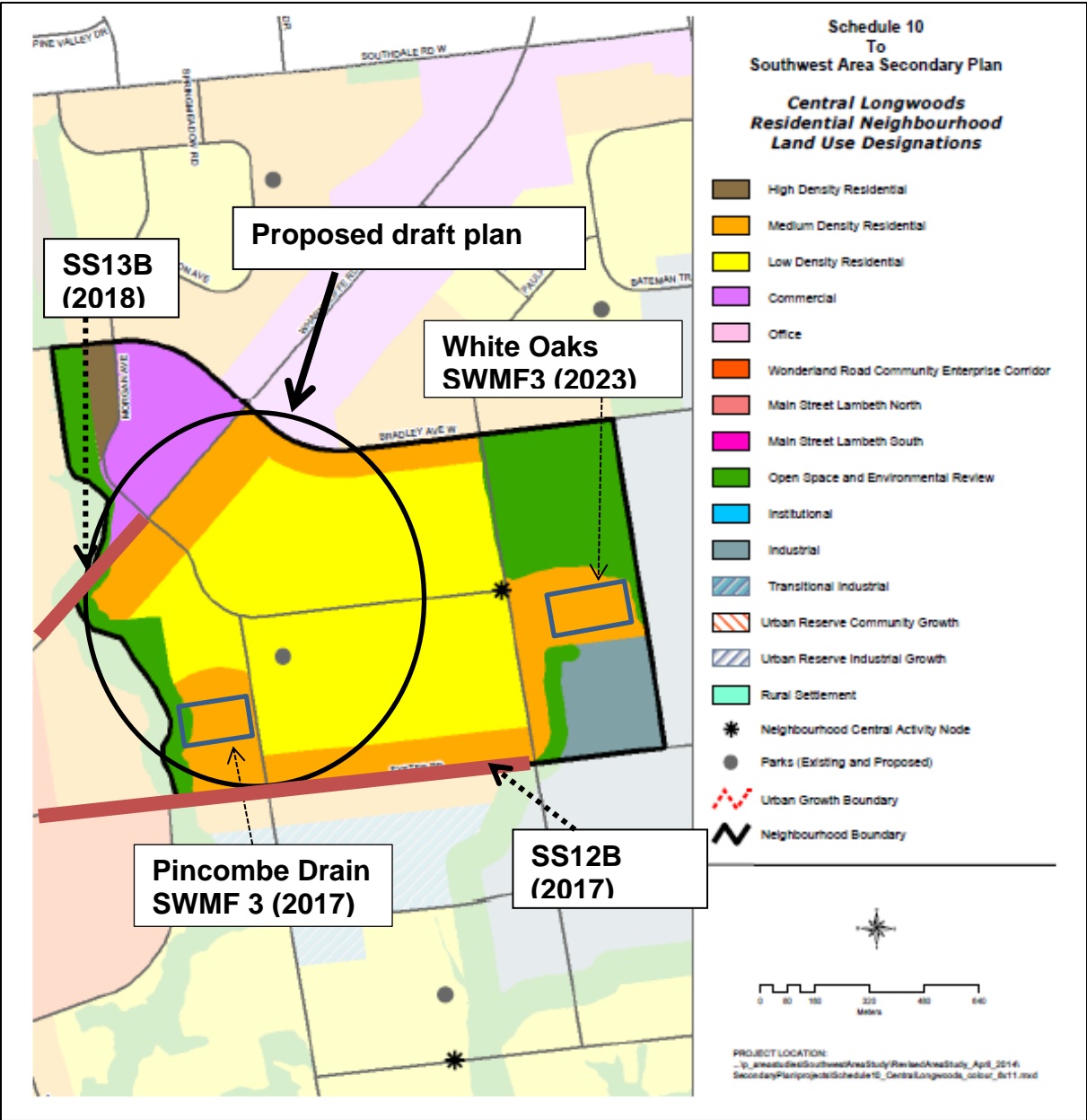
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Excerpt From Southwest Area Secondary Plan with proposed GMIS projects



SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Unless otherwise stated, all stakeholder comments refer to the REVISED submission from the Applicant, dated May, 2016.

Planning Services

Environmental and Parks Planning

Staff provided a number of comments to the original plan of subdivision application in January 2015 and June 2016. The applicant has revised their application and reflected these suggested changes. As a result, staff are generally satisfied with the plan but offer the following:

- As part of discussions with the Applicant and the UTRCA, it was agreed that the EIS would be updated to include language (via an addendum) regarding the proposed restoration and enhancements to include the creation of various wildlife habitats (i.e. snake hibernacula).

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- The Applicant will also need to address how the wetland feature should be identified on the Schedules (i.e. Locally Significant Wetland). The monitoring plan will also be updated to include monitoring of any created habitat enhancements. In addition, additional issues identified by the UTRCA will also need to be addressed.
- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 500 units, whichever is greater for residential uses and 2% for commercial uses. Parkland dedication calculations for the proposed development are listed in the table below. It is the expectation of E&PP that the majority of the required parkland dedication will be satisfied through land dedication with the remainder as a cash-in-lieu payment.
- Three blocks are identified as “multi-use pathway” (65, 66, 67) within the proposed plan. A portion of these blocks (5 meters of width) are considered as part of the active transportation routes and are to be dedicated under Section 50.1.25 (b) of the Planning Act; separate from parkland dedication. The balance of the corridor width is calculated as “parkland” dedication. The chart below has been adjusted accordingly.
- Consistent with London’s practice, open space lands that are being dedicated to the City (Block 69-70) are not included in the calculated parkland rate. These lands may be accepted as a parkland dedication, however at a constrained rate. The Council approved rate for hazard lands is 1:27.
- A walkway/park block should be added between Streets R and S opposite park Block 63.
- The balance of parkland over-dedication within this subdivision shall be applied to neighbouring lands to the east owned by the applicant.

The table below summarizes the information as per the submitted Plan.

Land Use	Area (ha)		Expected Dedication (ha)
All lands – original plan of subdivision	79.40	5%	3.97
Total Dedication required (as per revised draft plan)	48.2		2.41
Parkland Dedication identified on Plan – Blocks 62-67 (less 5m pathway dedication 0.225)			3.127
Open Space dedication – Blocks 69-70 @ 1:27			0.125
Total Dedication on Plan			3.252
Outstanding Over Dedication Balance			0.84

Conditions shall also include the following:

- As part of the Design Studies submission, the Owner will be required to provide an update to the Environmental Impact Study – Revised (March 14, 2016) in the form of an addendum, prepared by Stantec Consulting Inc. which addresses compensation, restoration, monitoring, and species at risk, to the satisfaction of the Managing Director of Planning, City Planner.
- The Owner shall implement all recommendations and the Environmental Management Plan from the Environmental Impact Study – Revised (March 14, 2016) and any EIS addendums approved by the City, as prepared by Stantec Consulting Inc. As part of the Design Studies, the Owner shall indicate how each of the recommendations and the Environmental Management Plan will be implemented (i.e., design studies, engineering review, special provisions).
- As part of the Design Studies, the owner shall prepare and provide:
 - A concept/buffer plan for all open space blocks,
 - A concept plan for all proposed pathway blocks,
 - A concept plan for all in-boulevard pathway alignments and
 - A concept plan for Park Blocks (Blocks 62 and 63).

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- As part of Design Studies, the Owner shall prepare an education package as approved by the City Planner that explains the stewardship of natural areas and the value of existing tree cover. The owner shall ensure that the education package is deliver to all purchasers and transferees of the lots in this plan.
- The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
- The Owner shall not grade into any public park or Open Space lands. In instances where this is not practical or desirable, any grading into the public park or Open Space lands shall be to the satisfaction of the City Planner.
- As part of Design Studies, the Owner shall prepare and submit a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the City Planner. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation as per the Council approved Tree Preservation Guidelines.
- 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 wetland.

Staff response: Conditions will be added to the draft approval to address these items.

Urban Design

1. As part of the design study submissions, the Owner will be required to provide detailed urban design guidelines (for Architectural Control) for the entire subdivision, including all proposed building forms and implementation processes for low density, medium density and commercial blocks, to the satisfaction of the Managing Director of Planning, City Planner.
2. As part of the Design Study submissions, the owner shall provide conceptual block plans for all medium density blocks (Blocks 39-59), detailing locations of buildings, parking areas, building orientation towards the public streets and open spaces, and other relevant information, to the satisfaction of the Managing Director of Planning and City Planner. Building orientation shall be directed to the highest order street as a priority, and all other streets/open spaces for secondary facades.
3. 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, articulation and other architectural elements that provide for a street oriented design. Additionally, the Owner agrees to include that limited chain link or decorative fencing may be provided along no more than 50% of the side yard abutting the road/park/open space. 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.

The following holding provisions are to be addressed through the Site Plan Review process, to the satisfaction of the City Planner:

1. For all medium density blocks (Blocks 39 - 59) to ensure orientation to any and all streets and open spaces that are adjacent to the blocks.
2. For all medium density blocks proposed at primary gateways into the community (at the intersections of an arterial and collector; Blocks 42, 43, 48, 50, 53, 55, 56) to ensure appropriate building setbacks, locations and massing to allows for built form to act as a

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gateway, with buildings fronting and oriented to the streets and include architectural and landscape elements that signify the entrance into the community.

Staff response: 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.

Environmental and Ecological Planning Advisory Committee (EEPAC)

The response from EEPAC to the circulation of the updated Environmental Impact study (EIS) is attached to this report at **Appendix “E”**. Development Services comments in response to the EEPAC recommendations are summarized as follows:

Recommended for inclusion in conditions of draft approval (summary)

1. The proponent and the City coordinate the required approvals under the Ontario Endangered Species Act as there will be removal of SAR habitat (Eastern Meadowlark) and foraging habit for the threatened Barn Swallow.
2. Compensatory mitigation under Section 15.3.3.iii of the OP be coordinated with the City and the proponent.
3. A full hydrogeological study and water balance assessment be completed as part of the final design submission (as recommended by the consultant on page 9.2).
4. As per Section 7.4, page 7.11, the boundary between development and the buffers should be clearly delineated with fencing or another barrier to prevent inadvertent or intentional encroachment into the buffer.
5. The restoration and enhancement measures in Section 8.3 page 8.2 be included
6. Monitoring requirements (section 8.4 and EEPAC’s recommendations below), be included
7. The qualitative vegetation monitoring noted on page 8.3 must be included in the conditions of approval. EEPAC believes the beginning of the monitoring period should be when the buffer plantings take place, not when construction of the development is completed. This must be clearly laid out in the conditions and Development Services must follow up.
8. The subdivider be required to provide an educational kiosk (with suitable recognition for the contribution) in the park to the satisfaction of a City Ecologist. The content should include information on wetland features and functions, barn swallows, and why the wetland is being protected.

Staff response: Several of the issues raised by EEPAC are within lands that have been deferred. From the list above, items 1, 2, 3, 5, 6, and 7 will be addressed in greater detail through design study submissions, specifically, the addendum to the EIS will need to identify compensation, restoration, mitigation, and monitoring. The Applicant will also be required to identify timing and how recommendations will be implemented (construction, timing, etc.). A hydrogeological and water balance report are required through conditions of draft approval. As per item 4, the City’s Environmental and Parks Planning Division will determine the appropriate fencing etc. as per their specifications. Item 8 refers to an educational kiosk, however, the City requires educational material be distributed to adjacent homeowners. This has been added as a condition of draft approval.

Upper Thames River Conservation Authority

The UTRCA requests the following conditions of draft plan approval with respect to the EIS:

1. That the Recommendations of the EIS (Richardson Farms Scoped Environmental Impact Study Revised prepared by Stantec dated March 14, 2016) be implemented.
2. That a final EIS be prepared to the satisfaction of the UTRCA. This report shall address the following matters:
 - a) That a Hydrogeological Assessment and Water Balance Analysis be prepared to the satisfaction of the UTRCA. This analysis shall be prepared consistent with the

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Hydrogeological Assessment Submissions Conservation Authority Guidelines to Support Development Applications (June, 2013).

- b) *That the appropriate amount of associated habitat from the nests in the culverts is being protected as per the general habitat description.*
- c) *That sufficient space is available to move the SWM facility to a different location if the MNRF requires it.*
- d) *That calculations showing the amount of "offsetting" that will occur for the loss of natural areas be provided.*
- e) *That the information included in the Response to UTRCA Comments in Support of Richardson Subdivision Draft Plan 39T-15501 prepared by Stantec dated November 21, 2016, revised November 24, 2016 be incorporated into the Final EIS.*

The UTRCA is satisfied with the information that has been provided for the wetland feature that was identified in the EIS as being located along Exeter Road. The necessary justification which demonstrates that the feature does not meet the definition of a wetland pursuant to the Conservation Authorities Act has been provided and we confirm that the wetland is not a regulated feature.

Watercourse Features

The *Response to UTRCA Comments in Support of Richardson Subdivision Draft Plan 39T-15501* prepared by Stantec dated November 21, 2016, revised November 24, 2016 has provided additional information regarding the watercourse features that are located within the proposed development limits.

Based on the November 3, 2016 site visit, the watercourse feature that flows across Park Block 63 is an open feature. As a condition of draft plan approval the UTRCA recommends:

- 3. *That the watercourse feature that traverses proposed Park Block 63 be maintained as an open watercourse and be incorporated into the overall park design as part of the Design Studies. Please include the UTRCA in the design process for this park block.*

Stormwater Management

As indicated in our May 19, 2015 comments on the Planning Act Application, the UTRCA reviewed the *Richardson Lands Conceptual SWM Report* prepared by Stantec dated February 10, 2015. We requested confirmation that the Pincombe Drain SWM 3 pond will be designed to the 250 year storm and advised that a Section 28 permit would be required to construct the Stormwater servicing works. As a condition of draft approval the UTRCA requests:

- 4. *That the SWM Report (Functional and Final) be circulated to the UTRCA for our review and sign-off.*

Draft Plan of Subdivision

As previously indicated, proposed Street C is located within the riverine erosion hazard lands. At the site meeting, the UTRCA agreed to permit cut and fill in the adjacent Open Space area which would allow the road to remain in the proposed location. Accordingly we recommend the following as a condition of draft plan approval and also for the zoning which is to be applied to these lands:

- 5. *That a holding provision be applied to the medium density residential zoning proposed for the north west corner of the subdivision whereby the necessary Section 28 approvals shall be obtained from the UTRCA. This approval process will require a compensation/restoration plan that shall be developed in consultation with the City of London and the UTRCA to ensure that there is no negative impact on the adjacent natural heritage corridor and its function. The proposed cut and fill works should be accounted for in the Hydrogeological Assessment and Water Balance Analysis and the EIS may also need to be revised to account for the site alteration and compensation/restoration plan.*

Section 28 Approval

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Lastly, as shown on the enclosed mapping, there are regulated lands within the plan of subdivision. The UTRCA recommends the following condition of draft plan approval:

6. *The necessary Section 28 approvals be obtained permit from the Authority prior to undertaking any site alteration or development within the regulated area.*

Staff Response: Conditions of draft approval have been included to deal with the issues identified above, and a holding provision has been incorporated. Since the developer is required to apply to the UTRCA for a Section 28 permit separate holding provision is not required to address this issue.

Thames Valley District School Board

The school block within the subdivision plan is acceptable to the Board's school site criteria. With the existing and proposed residential development within the southwest area of London, the Thames Valley District School Board (TVDSB) may require this school block to accommodate students enrolled from new development. It should be noted that the construction of a new school is contingent on Ministry of Education Capital funding. The subdivision is currently within the Southwest London Holding Zone holding at White Oaks PS for grades JK-8, and Saunders SS for grades 9-12.

Staff Response: Block 61 was added to the revised draft plan of subdivision by the Applicant to address the TVDSB request for a school site.

Bell Canada

No conditions and/or objections. Developer is advised to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Union Gas

As a condition of final approval the owner/developer provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Union Gas.

Staff Response: Easements will be addressed at the time of final approval and 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.

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- 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
- 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.

Rogers

Rogers (by its subsidiary, Fido) has an existing wireless communication installation (tower) dating back to 1999, which is located within lands to be designated "Open Space OS5 Zone", according to the Notice. The installation is part of the Rogers/Fido network, and used for providing telecommunications services to the public.

Our understanding is that the telecommunications installation will continue to be a permitted use under the new OS5 zoning, because "public uses" are permitted in all zones according to the City's Zoning By-law. The definition of "public use" includes any "public utility" which in turn includes telecommunication networks. Furthermore, the City's Official Plan 19.1.2. generally allows telecommunications in all land use designations.

We note that the City of London has issued a Telecommunication Facilities Consultation Policy in or around 2015, providing guidelines on preferred locations for new tower siting, and the consultation process for the siting of new towers. Since our site includes an existing tower, not proposed to be modified in a way that would engage the Policy, our view that the Policy does not apply to whether the existing installation is permitted, by the new proposed zoning or otherwise.

Maintaining the installation in its current location will avoid the requirement for the construction of a replacement tower in the vicinity, and can also be used by other carriers for co-location, thus further avoiding new tower construction. We believe that the current location of the Rogers/Fido installation aligns with the City's objectives. Therefore, our expectation is that the installation can continue to be a permitted use in its current location.

Staff response: The lands that currently contain the cell tower are part of the Open Space area and will eventually be dedicated to the City. The City has indicated to Rogers that although the telecommunication tower is a permitted use, if the City is to retain ownership of the lands, they may seek to terminate the lease agreement and give notice as per the requirements of the lease.

PUBLIC COMMENTS

Below is a summary of the public comments received for the most recent circulation (May 2016). Appendix "D" contains the full comments and letters received.

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PUBLIC LIAISON:	<div> <div> 1st submission and circulation - On March 23, 2015, Notice of Application was sent to 31 property owners in the surrounding area. The Notice was also published in The Londoner on April 2, 2015. </div> <div> 2nd submission and circulation - On May 9, 2016, Notice of Application was sent to 36 property owners in the surrounding area. The Notice was also published in The Londoner on May 19, 2016. </div> </div>	<div> <div> 1st submission and circulation – 1 telephone reply, 1 letter reply. </div> <div> 2nd submission and circulation – 3 email replies, 3 letter replies. </div> </div>
<div> Nature of Revised Liaison (May 2016): <p>The purpose and effect of these applications is to permit the development of a subdivision with approximately 641 single detached lots, 472 cluster single/townhouse dwellings, 221 street townhomes, 1 commercial block, 1 industrial block, 1 school block, 6 park/walkway blocks, 2 open space blocks and 1 stormwater management block, all served by the extension of Bradley Avenue (an arterial road), 4 new secondary collector roads, and 18 new local roads.</p> </div>		
<div> Responses: One comment was an inquiry on the status of the application and when the baseball diamonds would be expected to be decommissioned. Several responses were received from adjacent property owners. The main concerns include the following: <ol style="list-style-type: none"> Object to Street “S” abutting 220 Exeter Road. Object to Street “N” being designed to exit onto Exeter Road. Street “J” is not to be extended to the east of Street “N”. Street “K” is to be extended to the east of Street “N” to the easterly boundary of the subject property. Street “M” is to be extended to the east of Street “N” to the easterly boundary of the subject property. There should not be a turn-a-round at the intersection of Street “A” (Morgan Avenue) and Street “N”. A turn-a-round is to be located at the intersection of Paul Peel Avenue and Morgan Avenue on lands to the east owned by 2178254 Ontario Inc. Street “N” should not extend to the north of Street “J”. The intersection of Street “N” with Bradley Avenue would be too close to the intersection of the secondary collector Paul Peel Avenue with Bradley Avenue. Street “N” should not extend to the south of Street “R”. The intersection of Street “N” with Exeter Road would be too close to the intersection of the secondary collector Paul Peel Avenue with Exeter Road. The proposed plan does not contemplate the most southerly east west road on the proposed plan for the lands to the east. That proposed east west road is required in order to permit low density residential development as required by the Official Plan, with only minor amendments to that Official Plan. Object to any proposal for a “tott” Park located south of Street “A” and on the east side of Street “N” as such would be contrary to the SWAP. </div>		

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ANALYSIS

The Analysis section of this report assesses the proposed plan with regards to conformity with the Provincial Policy Statement, the Planning Act, the Southwest Area Secondary Plan, Z.-1 Zoning By-law and address the concerns raised by area residents.

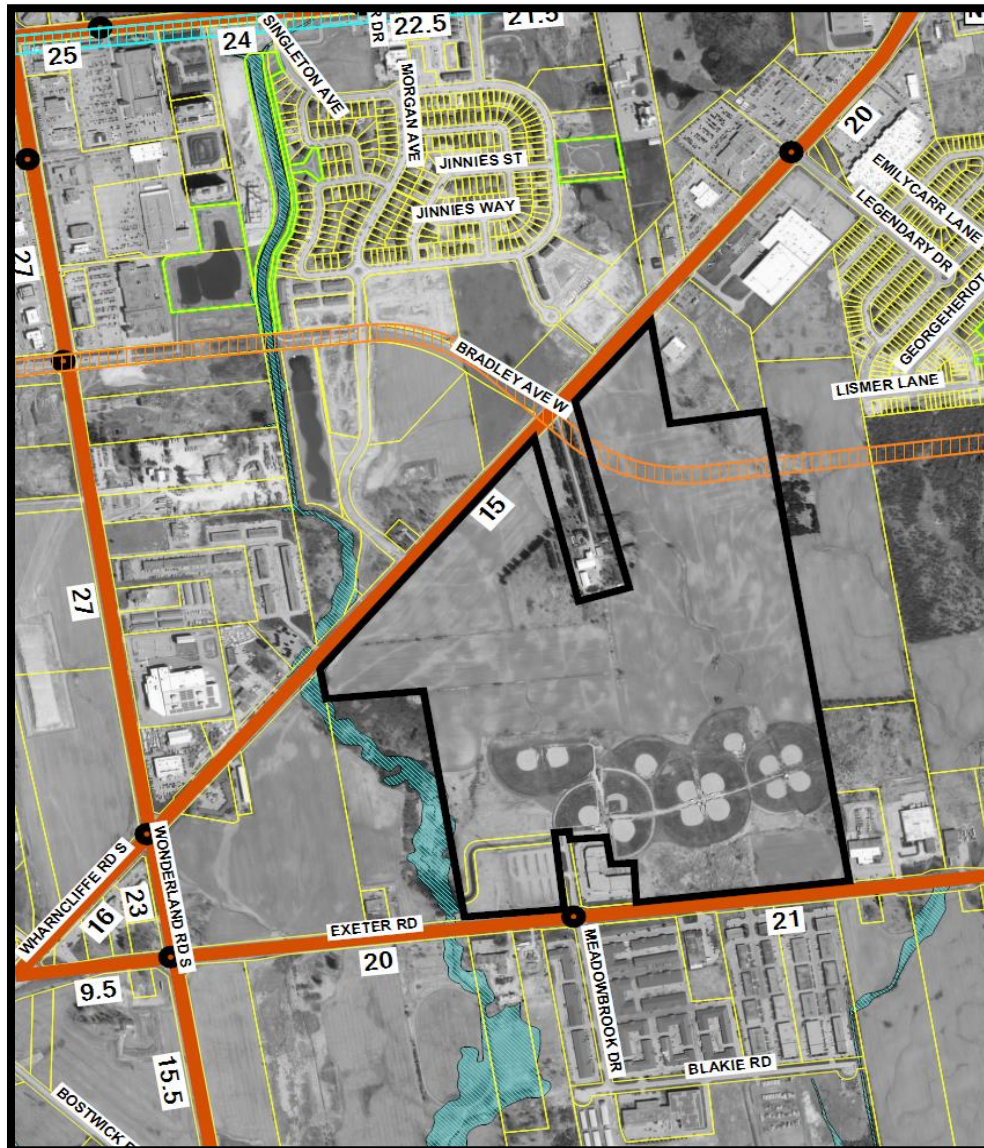
Subject Site

The subject site is approximately 79.4 ha in size. The proposed subdivision is located on the east side of Wharncliffe Road South, north of Exeter Road, and south of the proposed Bradley Avenue extension. It is located within the Southwest Area Secondary Plan, within the Central Longwoods Planning Area. The site currently contains vacant farm land, and the Southwest Optimist Baseball Complex, which currently has 16 ball diamonds. The subject site is located just south of existing retail/commercial uses (1352 Wharncliffe Road South), vacant lands to the east, existing industrial uses along Exeter Road, a wetland/natural heritage feature to the southwest (known as the Pincombe Drain), and future residential uses on the west side of Wharncliffe Road. The property is relatively flat. There are accessory buildings associated with the baseball diamonds currently located on the subject lands. There is drain located on the south west corner of the property, adjacent to the Pincombe Drain. There is an existing road located off of Exeter Road (Meadowbrook Drive) with a stoplight at Exeter road. There is also a telecommunication tower located on the subject lands just south of the existing drain. The land can be characterized as having rolling topography, gradually sloping towards the municipal drain and Exeter Road.

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Application

The application consists of a block plan of subdivision, with 38 Low Density Blocks (approximately 641 single detached lots), 20 Medium Density Blocks (approximately 693 dwelling units), 1 commercial block, 1 industrial block, 6 park/walkway blocks, 1 school block, 2 open space blocks and 1 stormwater management block, all served by the extension of Bradley Avenue (an arterial road), 4 new secondary collector roads, and 18 new local roads. The Applicant has also requested the following zones to implement the above noted subdivision:

- A Residential R1 (R1-1) Zone, to permit single detached dwellings with a minimum lot frontage of 9 m and a minimum lot area of 250 m² ;
- A Residential R1 (R1-4) Zone, to permit single detached dwellings with a minimum lot frontage of 12 m and a minimum lot area of 360 m² ;
- A Residential R4/R5/R6 (R4-6/R5-4/R6-5) Zone, to permit: R4-6 - street townhouse dwellings with a minimum lot frontage of 5.5 m, a minimum lot area of 145 m², and a maximum height of 12 m; R5-4 - cluster townhouses dwellings and cluster stacked townhouse dwellings, at a maximum density of 40 units per hectare and a maximum height of 12 m; R6-5 - cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, cluster triplex dwellings, cluster townhouse dwellings, cluster apartment buildings and cluster fourplex dwellings, at a maximum density of 35 units per hectare, and a maximum height of 12 m;
- A Convenience Commercial (CC) Zone, to permit convenience service establishments, convenience stores, financial institutions, and personal service establishments (all uses

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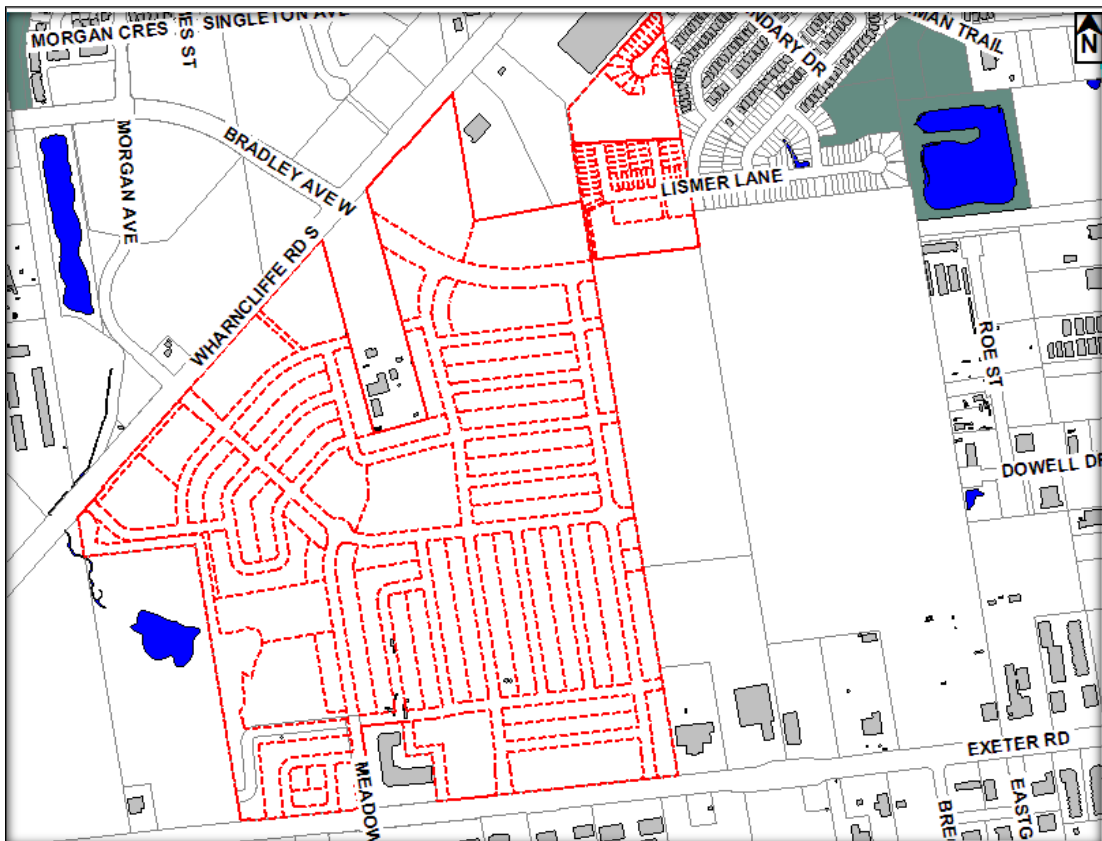
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without a drive-through facility) at a total gross floor area maximum of 1000m², and a maximum height of 8m;

- A Neighbourhood Facility /Residential R1 (NF/R1-4) Zone, to permit Places of Worship, Elementary Schools and Day Care Centres (NF) and to permit single detached dwellings with a minimum lot frontage of 12 m and a minimum lot area of 360 m² (R1-4);
- A Light Industrial (LI2/LI4/LI7) Zone, to permit a range of industrial and commercial type uses, such as but not limited to: warehouse establishments, custom workshop, service trade, dry cleaning and laundry plants, food, tobacco and beverage processing industries excluding meat packaging, repair and rental establishment, automotive uses, restricted, convenience service establishments, day care centres, financial institutions, medical/dental offices, restaurants, automobile body shops; automobile repair garages, building or contracting establishments and truck sales and service establishments;
- An Open Space (OS1) Zone, to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private and public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; and
- An Open Space (OS5) Zone, to permit conservation lands, conservation works, and passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.

Figures below show the Applicant submitted draft plan of subdivision and associated zoning.



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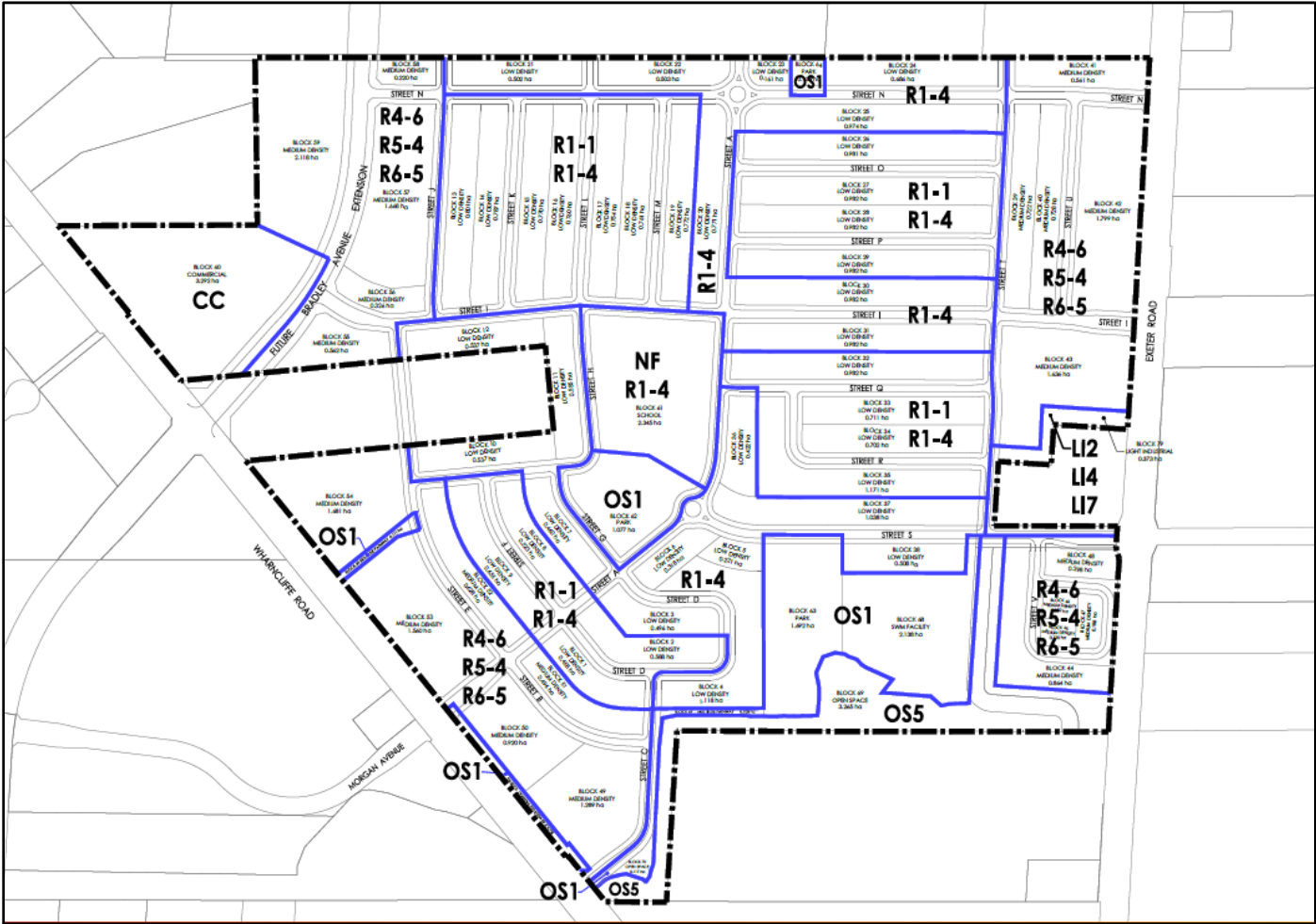
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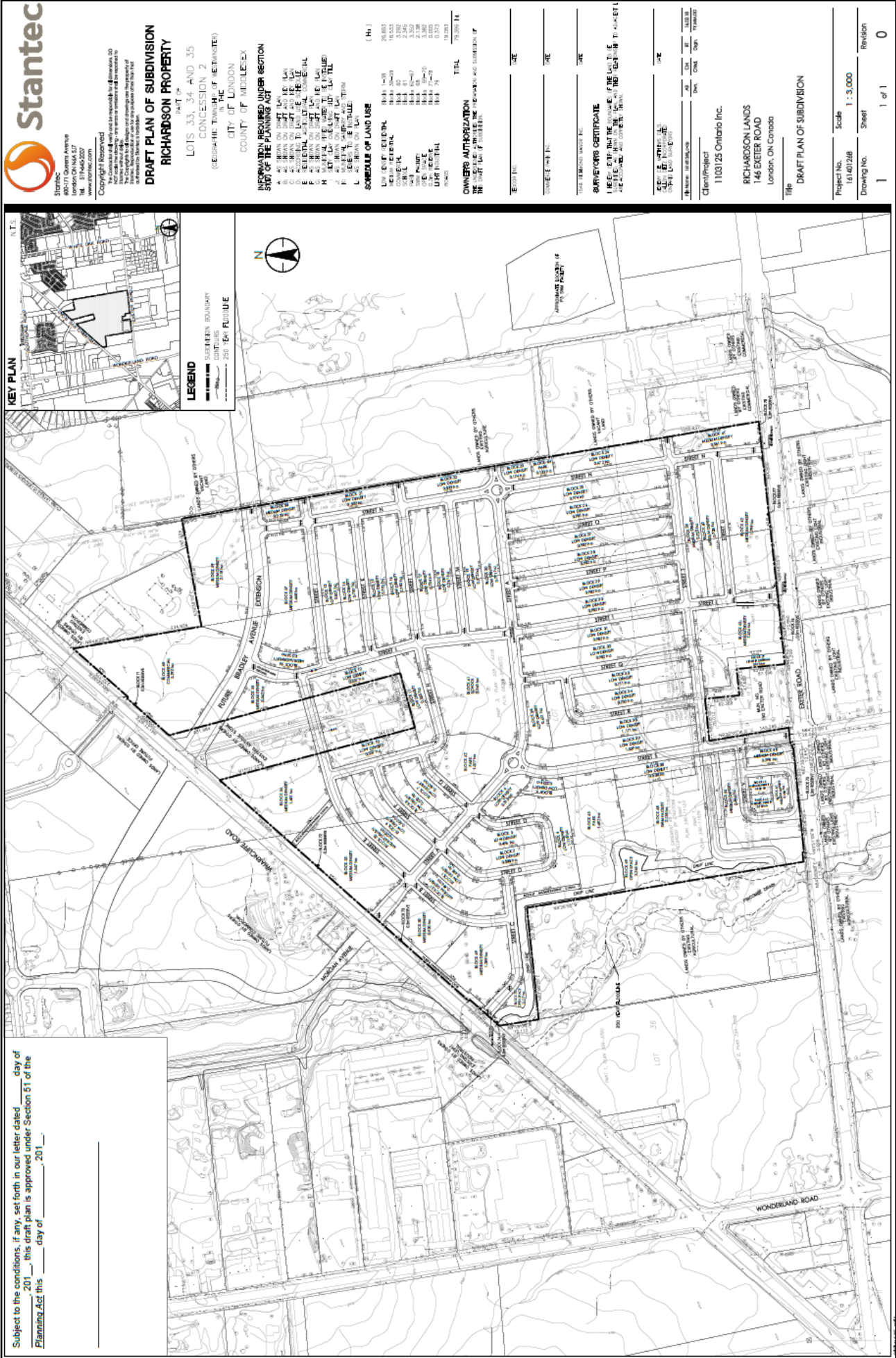
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Subject to the conditions, if any, set forth in our letter dated _____ day of _____, 2011, this draft plan is approved under Section 51 of the Planning Act this _____ day of _____, 2011.



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DRAFT PLAN OF SUBDIVISION
RICHARDSONS PROPERTY
Lots 33, 34 and 35
CONCESSION 2
(BETWEEN THE TOWNSHIP OF METWINSTER)
CITY OF LONDON
COUNTY OF MIDDLESEX

INFORMATION REQUIRED UNDER SECTION 51 OF THE PLANNING ACT

SCHEDULE OF LAND USE

Lot	Area (H.)	Use
1	26,883	Residential
2	19,403	Residential
3	19,403	Residential
4	2,565	Residential
5	1,611	Residential
6	2,138	Residential
7	2,138	Residential
8	2,138	Residential
9	2,138	Residential
10	2,138	Residential
11	2,138	Residential
12	2,138	Residential
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95	2,138	Residential
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98	2,138	Residential
99	2,138	Residential
100	2,138	Residential

OWNERS AUTHORIZATION
I, _____, being the owner of the above described land, do hereby authorize the preparation and submission of this draft plan of subdivision.

Client/Project
110125 Ontario Inc.
RICHARDSONS LANDS
146 EXETER ROAD
London, ON Canada

Scale
1:3,000

Revision
1 of 1

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Staff are recommending several redline changes to the draft plan. They include the following:

- Referral of the eastern portion of the subdivision which includes lands tributary to the White Oaks Stormwater Management Facility;
- Consideration of Block 38 as part of the stormwater management block until such time as the design for the Pincombe Stormwater Management Facility is determined;
- A new pedestrian walkway and a new road (Street W) connecting Street R to future lands to the east in order to provide a pedestrian connection from the Park (Block 63) to future parks;
- A Future street access block at Street T adjacent to other lands for future access;
- Removal of Street V as a public road is not needed in this location.

Staff are also recommending a changes to the proposed zoning, to ensure minimum target densities are achieved, and to implement the policies of the SWAP.

A proposed redline plan is shown on page 22.

Further discussion on the redline changes and proposed zoning are provided later in the report.

PROVINCIAL POLICY STATEMENT (2014)

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

1. Building Strong Healthy Communities

The proposed redlined subdivision accommodates a range and mix of residential units and densities, such as street townhomes, single detached dwellings, and various cluster housing zones. The grid type pattern and short residential blocks promote a more efficient subdivision pattern that allows for pedestrian walkability and efficiency in services.

The plan also provides for parks and a school, to meet the needs of the future residents. The plan layout will foster social interaction and facilitate active transportation and community connectivity.

The subject lands are within the Urban Growth Boundary (settlement area) as identified in the Official Plan and are designated to permit a mix of uses. The proposed development will be serviced by full municipal services upon completion of the sanitary servicing project (2018) and the construction of the SWM Pond (2017). The referral of the eastern portion of the subdivision at this time is consistent with the PPS as it recognizes that services will be provided in the future in a manner that is financially feasible for the municipality.

1. Wise Use and Management of Resources

The subject lands are adjacent to a wetland. The wetland is located to the west of the site and includes a Locally Significant Wetland. An Environmental Impact Study (EIS) was submitted in support of the application and its accepted buffers and recommendations have been incorporated into the plan. In addition, the conditions of draft approval require implementation of the recommendations from the EIS. No development is proposed within significant natural heritage features.

There are no Mineral and Petroleum, Mineral Aggregate Resources issues associated with this proposal.

2. Protecting Public Health and Safety

There are no Natural Hazards associated with this plan.

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Density residential, and it is expected over time the industrial uses will transition to residential. In the short term, the uses currently permitted within the Light Industrial areas are considered low impact in terms of noise and emission. Any new more intensive industrial operations will be subject to the regulation in the Light Industrial Zoning and can ensure mitigation measures to protect residential uses.

These applications have been reviewed for consistency with the 2014 Provincial Policy Statement. It is staff's position that the recommended redlined draft plan of subdivision will provide for a healthy, livable and safe community. Based on staff's analysis, this draft plan is consistent with the 2014 Provincial Policy Statement.

PLANNING ACT - SECTION 51(24)

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

- the effect of development of the proposed subdivision on matters of provincial interest;
- whether the proposed subdivision is premature or in the public interest;
- whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- the suitability of the land for the purposes for which it is to be subdivided;
- the number, width, location and proposed grades and elevations of highways, and the 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, the effect of development of the proposed subdivision on matters of provincial interest. The proposed redlined draft plan will ensure that development is not premature and is in the public interest. Services for the redlined plan will be within the three year draft plan time horizon. The proposed redlined draft plan meets the policies of the Official Plan and will align with existing subdivisions and proposed streets, and provides adequate connections for future uses. The proposed lotting pattern is adequate and conditions of draft approval and zoning will ensure that the minimum lot densities are achieved. Any restrictions on the sites will be achieved through holding provisions or conditions of draft approval. The proposed development will not be within any natural heritage features or floodplain. The owner will be required as a condition of draft approval to construct the necessary utilities and services. Two neighbourhood parks and an elementary school are proposed as part of this development which will service the future residents. The subdivision design provides for a modified grid pattern which can provide optimal and efficient use of services. Site plan will be used to further assess design matters. Municipal services will be provided including sewage, water, garbage collection, roads and transportation infrastructure. The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services will be

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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", 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. Multiple-attached dwellings may also 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.

The proposal incorporates low density residential blocks within the internal neighbourhood, and multi-family residential blocks along the arterial roads. These designations were applied through the Southwest Area Plan (SWAP) and provide for a variety of housing types and designs for this area. This proposal supports a mix of densities and housing types as per the policies of the Official Plan and the SWAP. The proposed low density residential blocks will integrate urban design through holding provisions to ensure that the final product will be an aesthetically-pleasing residential neighbourhood. As shown on the concept plan below, the proposed draft plan will accommodate multi-family medium density residential forms of housing along the Wharncliffe Road and Exeter Road frontages. Special provision zoning and holding provisions will ensure that development is consistent with design objectives. The residential uses will have safe and convenient access to future public transit (likely located along the arterial and the secondary collector road system), shopping (slated for the corner of Wharncliffe and Wonderland Road), public open space (two proposed parks, with on road connections to future parks to the east), and other amenities (such as the school).

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.

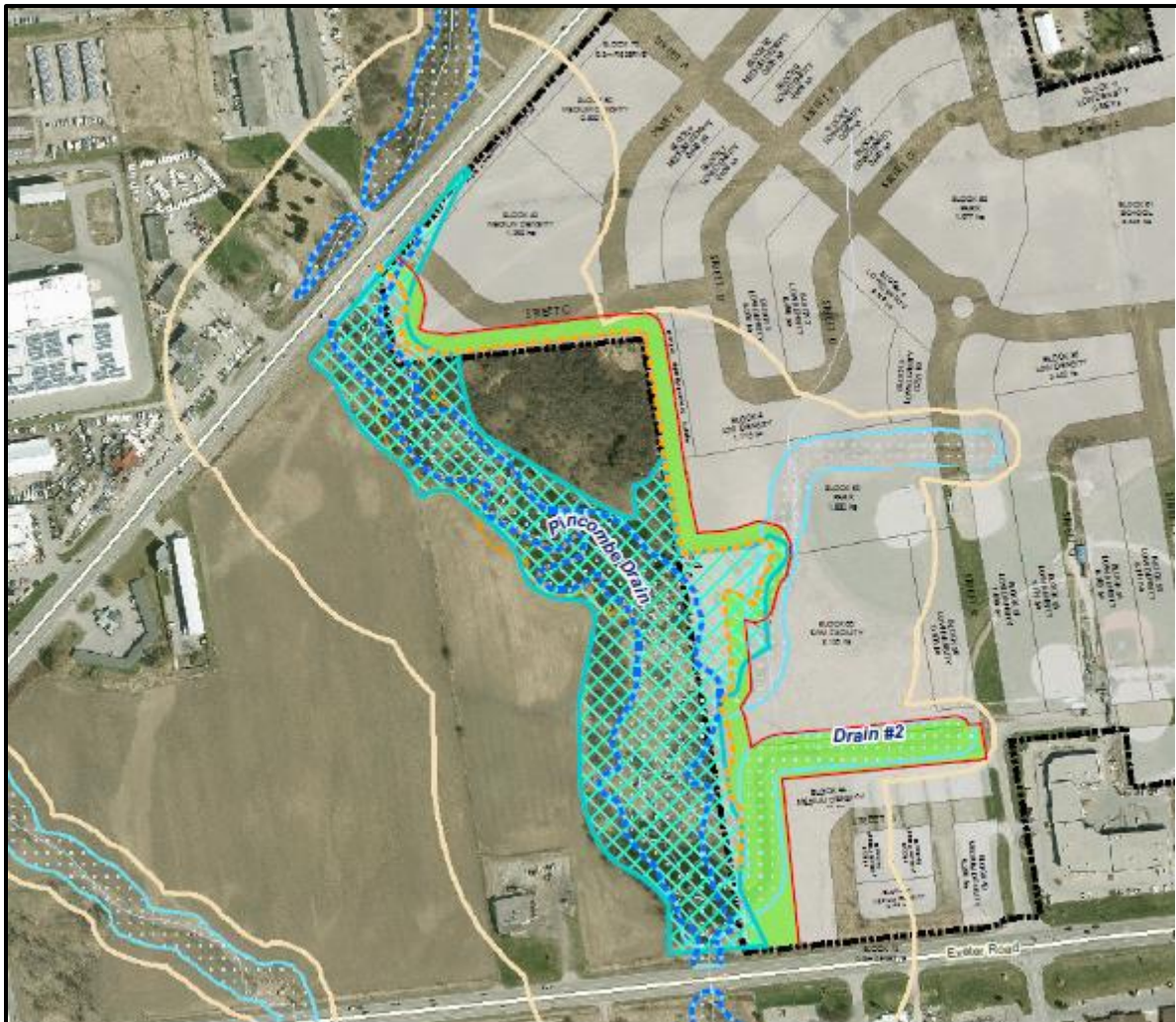
The proposed redlined subdivision incorporates measures to preserve the adjacent natural heritage features. The Pincombe Drain/wetland is located off the site on adjacent lands (see below figure), and portions of the associated locally significant wetland and associated drains (drain #2) are located on the subject site. A 15-30 m buffer has been applied to the significant features to ensure future protection as per the recommendations of the Environmental Impact

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Study (EIS). As part of Design Studies, the watercourse located within Block 63 will be incorporated into the design of the park.



The proposed pathways also promote active transportation opportunities and provide connectivity with the City's trail system and road network. Proposed pathways will be integrated into this area to provide pedestrian and bicycle connections throughout the site and linkages to the City's pathway system.

SOUTHWEST SECONDARY PLAN

Where they are more prescriptive in nature, the SWAP Secondary Plan policies supersede the policies of the Official Plan. The subject site is located within the Central Longwoods Residential Neighbourhood.

Residential/Central Longwoods

The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Central Longwoods Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of a range of housing types within individual developments. The primary permitted uses in the Multi-family, Medium Density Residential designation will be permitted in the Low and Medium Density Residential designations, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes.

The Central Longwoods Residential Neighbourhood requires development within the Low Density Residential (LDR) designation to be at a minimum density of 18 units/ha and a maximum density of 35 units/ha. Building heights shall not exceed four storeys and shall be sensitive to the scale

of development in the surrounding neighbourhood. 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.

The Applicant has requested 9m and 12m lot frontages for the single detached/low density development. The range of potential units is as follows:

Potential Unit Counts
Based on SWAP Designations and Densities

	Estimated number of units based on the R1-13 Zone (250m ² , 9m lot frontages)	Estimated number of units based on the R1-4 Zone (360m ² , 12m lot frontages)
Low Density (approx. 8.39 ha)	323	258
Estimated units per hectare achieved	38.5	28

Both scenarios show that development proposed will meet the minimum 18 units per hectare density required through the SWAP. The Applicant requested the R1-1 Zone, however, this zone is typically applied to inner city neighbourhoods. The R1-13 Zone, which has similar regulations, was developed for suburban locations and is the appropriate zone to apply in this instance. It should be noted that nothing prevents the Applicant from developing larger than anticipated lots through the R1-13 Zone. As a condition of draft approval, the Applicant is required to confirm that the densities proposed through the final lotting plan will meet the minimum target densities as set out in the SWAP, with consideration for on-street parking, boulevard tree plantings, etc. As for the medium density designation/blocks, zoning will require a minimum and maximum density to ensure development meets the targets of the SWAP. Further discussion on the specifics zones is found later in the report.

Within the SWAP, specific policies apply along portions of the arterial network that are intended to focus intense, medium density housing forms along transit-oriented corridors, consistent with the Province of Ontario *Transit Supportive Guidelines*. This would also support alternative modes of transportation, such as walking and bicycling. This policy applies in the Medium Density Residential designations along Exeter Road between Wonderland Road and White Oak Road. Rear lotting of free-hold lots, and building orientation within multi-family blocks that presents the backs of buildings to the arterial roads shall be avoided along the arterial road streetscape. High quality landscaping in combination with street-oriented built form, are the key elements required to ensure functionality and appearance of arterial road streetscapes as pedestrian-friendly transit-oriented corridors. Development along the arterial road corridors will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings. However, to encourage a diverse and interesting streetscape, built forms that are traditionally less intensive may also be permitted, provided minimum density targets are met. Development in these areas is intended to occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights are to be a minimum of two storeys and a maximum of nine storeys.

The Applicant has requested a range of cluster housing along Exeter Road, which includes freehold street townhomes and cluster housing. The proposed cluster housing limits the development to a maximum of units per hectare (the R5-4 requires a maximum density of 40 units per hectare, while the R6-5 requires a maximum density of 35 units per hectare), but does not include minimum densities. Height can range from 10.5m to 12.0 only, which translate into 2-4 storeys. The Applicant has not requested additional densities or height above that which is

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currently permitted in the zoning. Staff will recommend minimum and maximum densities based on the special policy for the R5 and R6 Zone variation, as well as a maximum height that is in keeping with the special policy within SWAP.

Overall, a range of lots, densities and housing types will be encouraged through this plan of subdivision.

Light Industrial and Ministry of the Environment's D-6 Guidelines

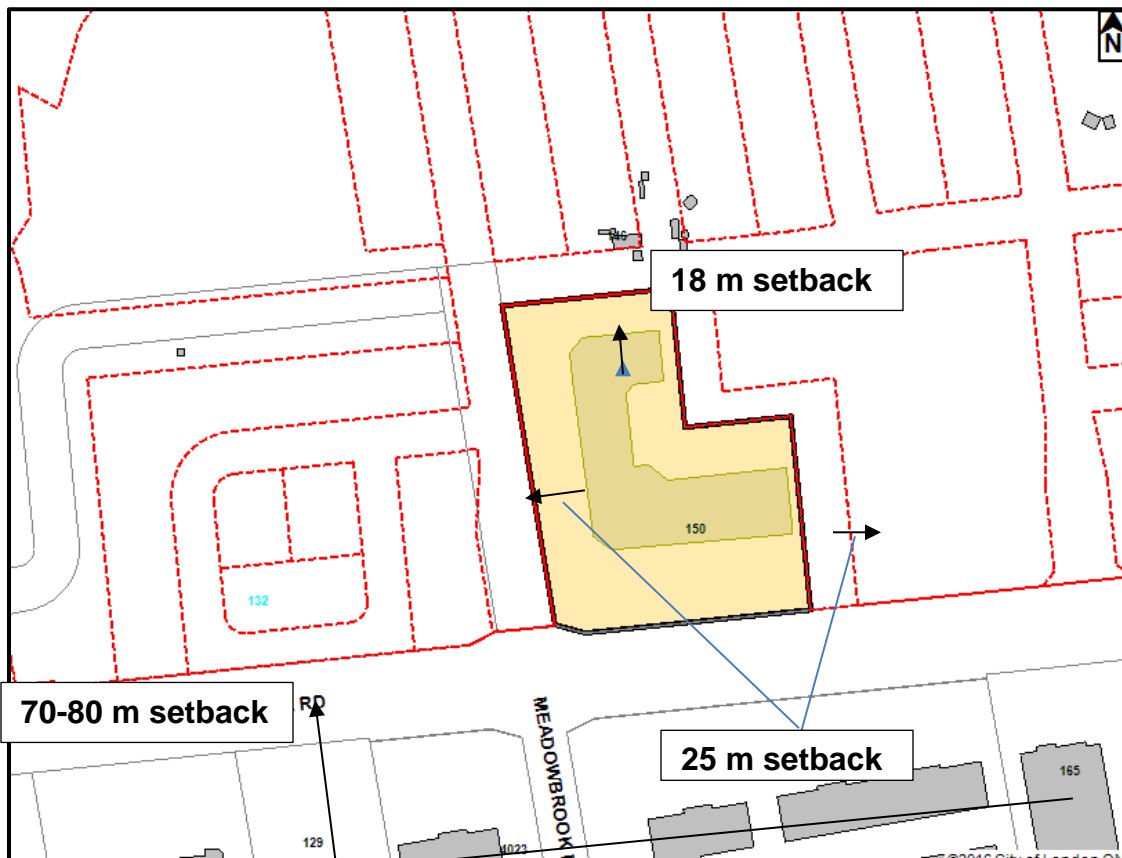
There is an existing Light Industrial property located just outside the subject site at 150 Exeter Road. It is an industrial mall with units that are leased. Currently the tenants include a flag shop, a dental laboratory, a home custom design showroom, a fire/security office, a bathroom renovation company, a make your own wine company, and a property restoration company.

The lands at 150 Exeter Road were redesignated as part of the SWAP to Medium Density Residential. The policies of the SWAP indicate that *"...the existing industrial park and other industrial lands fronting on Exeter Road will transition over time to residential uses. Existing industrial uses are permitted."*

The property as it currently exists does not meet the minimum setback from residential uses. The Light Industrial Zones requires a minimum 25 m setback for side and rear yards adjacent to residential uses. In order to ensure appropriate setbacks, the Applicant has requested a block (Block 79) be created which will then be added to the existing industrial property. This will ensure an appropriate setback from the residential can be maintained.

In the City's Official Plan, residential development adjacent to Industrial designations may be subject to measures intended to minimize any potential adverse impacts of existing or future industrial use on the residential development. Residential development may be subject to noise attenuation requirements, and increased setbacks, landscaping, privacy screening or other measures to provide an appropriate buffer between residential and industrial uses may be required through the Zoning By-law, and the Subdivision and Site Plan Approval processes.

The Ministry of the Environment developed a guideline for sensitive land uses near industrial operations. It is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. Adequate buffering of incompatible land uses is intended to supplement, not replace, controls which are required by legislation for both point source and fugitive emissions at the facility source. These emissions, which are difficult to control on-site, all of the time, are associated with normal operating procedures.



There is existing industrial uses on the north and south side of Exeter Road. Through the SWAP, the lands adjacent to the subject site (south side of Exeter Road) and the lands within the subject site (150 Exeter Road) were redesignated for future residential uses (Medium Density Residential). These areas are therefore considered transitional in terms of the industrial uses. However, in the short term, a review is necessary to ensure that industrial uses that are ongoing do not affect new residential uses and vice versa.

The D-6 Guidelines define classes of industrial use by their potential for “fugitive emissions” such as noise, dust, odour and vibration. A Class I Industrial Facility is “a place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.” Examples include electronics manufacturing and repair, furniture repair and refinishing, beverages bottling, auto parts supply, packaging and crafting services, distribution of dairy products, and laundry and linen supply. A Class II Industrial Facility is “a place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. Examples include magazine printing, paint spray booths, electrical production manufacturing, manufacturing of dairy products, dry cleaning services, and feed packing plants.

A review of the existing uses on adjacent sites shows that the current uses range from warehousing (119 Exeter Road), a cabinetry shop (165 Exeter Road), vacant lands, and industrial malls (properties off of Meadowbrook Road, properties off of Blakie Road, and 173-205 Exeter Road, 150 Exeter Road). Permitted uses in the zoning on these lands ranges from bakeries, business service establishments, laboratories, manufacturing and assembly industries, and warehousing establishments (LI1 Zone), to dry cleaning and laundry plants, food, tobacco and beverage processing industries excluding meat packaging, and textile processing industries (LI2 Zone), to automobile body shops, building or contracting establishments, and truck sales and service establishments (LI7 Zone).

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However, within the Light Industrial Zone, regulations state that *“No person shall erect or use any building or structure, or use any land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any LI Zone variation except in conformity with the regulations as set out below and in Table 40.3. In addition to the regulations in Table 40.3, new manufacturing and assembly industries uses will be expected to meet or surpass provincial standards for noise, vibrations and airborne emissions and will require a certificate of approval from the Ministry of Environment and Energy as provided for under the Environmental Protection Act and associated regulations if they are within 150.0 metres (492.1 feet) of a Residential Zone.”* This means that any new development requiring a site plan or a building permit can be limited and/or reviewed, and mitigation measures implemented adjacent to residential uses.

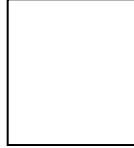
The D-6 Guidelines recommend a minimum separation distance of 20.0m for Class I industrial uses and 70.0m for Class II. The City’s zoning by-law requires a minimum interior side yard or rear yard setback of 25.0m or 15.0m from a residential zone, depending on the zone variation. On 150 Exeter Road, there is a 25.0m setback for the building from the edge of property line. There is an overall 40.0m setback from the existing building to the nearest residential block. Lands on the south side of Exeter Road are setback 70-80 m away from the proposed residential blocks. The existing uses on the south side of Exeter Road are predominately uses considered to be of a Class I nature, as are the existing uses on the north side of Exeter Road.

Given the new land use designation for this area, and the regulations within the Light Industrial Zoning, anything greater than the existing setback would create future pockets of constrained lands. It is recommended that with the implementation of the additional lands for 150 Exeter Road, no additional setbacks be implemented. A noise study to determine if any additional mitigation measures such as fencing or building construction materials will be required as part of the conditions of draft approval.

Natural Heritage/Open Space

Stantec Consulting was retained by the Applicant to conduct an Environmental Impact Study (EIS) 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 the following natural features and functions:

- Locally Significant Wetland –associated with the Pincombe Drain Corridor on the western edge of the Subject Property. Drain #2 that connects to the Pincombe Drain should also be considered part of the LSW.
- Significant Wildlife Habitat – The Pincombe Drain provides candidate significant wildlife habitat for waterfowl stopover and staging areas (aquatic), turtle wintering areas, nesting waterfowl and marsh breeding birds. Drain #2 that connects to the Pincombe Drain also provides candidate significant turtle wintering areas.
- Significant Woodland – The wetland associated with the Pincombe Drain immediately west of the Subject Property.
- Significant Corridor – The Pincombe Drain/locally significant wetland and thicket community located on the western edge of the Subject Property. Drain #2 that connects to the Pincombe Drain also acts as a Significant Corridor.
- Significant Habitat for Endangered and Threatened Species – Including Suitable habitat for Eastern Meadowlark within the MEGM3a community (in proximity to the proposed SWM Pond), and Barn Swallow nests were confirmed in the culverts at both Wharncliffe Road and Exeter Road.
- Fish Habitat - The Pincombe Drain and Drain #2 north of the baseball parking lot that connects to the Pincombe Drain both provide direct fish habitat and Unknown Tributary



Significant features

The significant natural heritage features have been avoided through the location of proposed development outside of such features and the application of buffers. These natural areas and corresponding buffers are proposed to be designated appropriately to ensure their long-term protection from future development pressures:

- A minimum 30 m setback from fish habitat in Pincombe Drain and 15 m setback from fish habitat in Drain #2;
- A minimum 15 m setback from the Pincombe Drain corridor;
- A minimum 15-30 m setback to the wetland communities along the Pincombe Drain Corridor;
- A minimum 15 m setback from the Thicket community along the Pincombe Drain Corridor; and
- A minimum 15 m setback from significant wildlife habitat associated with the Pincombe Drain.

The limits of the Pincombe Drain corridor have been reviewed and confirmed in the field with City of London staff and are shown on the above Figure. The corridor consists of natural communities contiguous to the Drain and include the Swamp, Thicket and Meadow Marsh communities. The boundaries of the wetland contiguous to the Pincombe Drain corridor have been identified in the field where access was available. The wetland edges have been examined and appropriate setbacks have been included to protect wetland features and functions. The overall objective of a buffer is to minimize impacts on natural heritage features and functions and to maximize the long-term viability of native species and natural systems.

These setbacks will be sufficient to buffer the existing natural features from the proposed development and maintain existing edge vegetation and protect the long-term stability and natural vegetation of the Pincombe Drain corridor feature.

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An additional wetland feature was noted on the site at the southern end of the Study Area directly adjacent to Exeter Road identified as Patch #10092 (MAMM1/MAMM2). The EIS concluded that this patch was not previously assessed as part of the SWAP environmental studies.



Location of possible wetland

After discussion with UTRCA and City Staff, a site visit was conducted on November 3, 2016 to review the possible wetland patch. A follow up letter was provided to the UTRCA. The UTRCA are satisfied with the information that has been provided for the wetland feature that was identified in the EIS as being located along Exeter Road. The necessary justification which demonstrates that the feature does not meet the definition of a wetland pursuant to the Conservation Authorities Act, has been provided and therefore the wetland is not a regulated feature.

The November 3, 2016 site visit also confirmed that a watercourse feature exists within the proposed Park Block 63. The Applicant has provided additional information regarding the watercourse features that are located within the proposed development limits. It was determined this is an open feature which will be maintained, and conditions of draft approval have been added to ensure the watercourse is incorporated into the design of the Park Block.



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Location of watercourse feature in Block 63

Proposed Street C is located within riverine erosion hazard lands. At the site meeting, the UTRCA agreed to permit cut and fill in the adjacent Open Space area which would allow the road to remain in the proposed location. The lands will be zoned Open Space (adjacent to the natural heritage feature). A Section 28 approval/permit will be required from the UTRCA. This approval process will require a compensation/restoration plan that shall be developed in consultation with the City of London and the UTRCA to ensure that there is no negative impact on the adjacent natural heritage corridor and its function. The proposed cut and fill works should be accounted for in the Hydrogeological Assessment and Water Balance Analysis and the EIS may also need to be revised to account for the site alteration and compensation/restoration plan.



Street C and Riverine Hazard

Overall, the findings and recommendations stemming from the EIS were supported by the City Ecologist. As per comments from EEPAC, the City and the UTRCA, a condition has also been added for an addendum to the Final EIS, which addresses compensation, restoration, monitoring, and species at risk.

Community Parkland and Trail Network and Parkland Dedication

The development of the Southwest Planning Area as a sustainable community that provides for enhanced open space, encourages recreation and the use of alternative modes of transportation is largely dependent on the provision, development and incorporation of different types of parkland and open space connections into new development within the SWAP. The general location of neighbourhood and district parks was identified through the SWAP. It was understood that further refinement of the location, size and configuration of these parks would be undertaken at the subdivision approval stage.

The SWAP has identified a neighbourhood park within this plan of subdivision. Generally, the location shown on SWAP Schedule 10 (Central Longwoods) is south of Street A and east of Street S. The Applicant has provided two neighborhood parks for the subdivision (Blocks 62 and 63) to provide residents with access to playgrounds and other recreational facilities and to function as view corridors and direct linkages to the open space areas. One of the park blocks is directly adjacent to the requested school block (from Thames Valley District School Board) to provide for a “campus” with the school and park as a community focal point.

E& PP has also asked for a redline to the plan – to extend Street R as an east west road, parallel to Street A, and to include a pathway between Street R and Street S. This request will facilitate pedestrian connections to the Park Block 63 located on Street S

Required parkland dedication is calculated, pursuant to section 51 of the Planning Act. A rate of

5% of the total area of the redlined plan was applied. 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 subdivision and cash-in-lieu of parkland for the balance.

Land Use	Area (ha)		Expected Dedication (ha)
All lands – original plan of subdivision	79.40	5%	3.97
Total Dedication required (as per revised draft plan)	48.2		2.41
Parkland Dedication identified on Plan – Blocks 62-67 (less 5m pathway dedication 0.225)			3.127
Open Space dedication – Blocks 69-70 @ 1:27			0.125
Total Dedication on Plan			3.252
Outstanding Over Dedication Balance			0.84

The plan identifies several multi use pathways (Block 65, 66, 67 and 80) which are 8-10 metres wide. 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). These pedestrian pathways will facilitate greater pedestrian connections to the arterials (future transit) and to future parks.

As part of the Parks By-law (CP-9), Open Space/Natural Heritage lands are accepted as part of parkland dedication, at a reduced or constrained rate. Block 69 and 70, land that comprise part of the buffer for the Pincombe Drain and wetland, will be accepted as parkland at a rate of 27:1.

Conditions of draft approval are included to address:

- Conceptual plans for park blocks and multi-use pathways;
- Fencing along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks;
- Tree preservation to ensure the preservation of quality specimen trees on the site and to ensure the removal of hazardous trees.

It is noted that park lands are over dedicated by 2.04 ha. A condition of draft approval notes this over dedication and this will be credited to the next subdivision for the balance of these lands.

Community Facilities/School /Neighbourhood Central Activity Node

The policies of the SWAP encourage schools, churches and other community facilities to be located in Neighbourhood Central Activity Nodes. Neighbourhood Central Activity Nodes are intended to provide a neighbourhood-scale activity and gathering place for residents of the surrounding neighbourhood. They are located generally in the centre of each neighbourhood area, at a significant intersection, and within walking distance of most residents.

Through the original circulation in 2015, the Thames Valley District School Board (TVDSB) requested a school block to be located within this plan of subdivision. The proposed school has been located adjacent to a neighbourhood park, which provides a campus setting. Although the school is not located within a Neighbourhood Central Activity Node (NCAN), the policies of the NCAN are to be located generally in the centre of each neighbourhood area, at a significant intersection, and within walking distance of most residents. While predominantly residential in character, activity nodes will also permit a range of community based commercial and institutional uses. A limited number of activity nodes will be permitted throughout the Secondary Planning area, and will be generally located at the intersection of two collector roads internal to the residential neighbourhood. The proposed school is located at the intersection of two secondary

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collector roads, and is central to the subdivision. Although not technically designated as the NCAN for the area, the proposed school location meets the intent of the SWAP.

Urban Design

Throughout the Southwest Area Plan the public realm, which includes public rights-of-way and public space, will play a pivotal role in determining urban design within the Neighbourhood Areas. The buildings and public spaces constructed within the study area will directly respond to the design of the public right-of-way. This is why there is a strong reliance on a high quality public realm. By ensuring there is integration between the private and public realm, neighbourhoods can be created that are vibrant and dynamic with a character that encourages social interaction.

The proposed plan of subdivision includes the following principles in its design:

- The development is designed to be compact, pedestrian oriented and transit friendly.
- The design is based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support the integration and long term viability of transit service. No cul-de-scs are proposed for the area.
- A system of pathways connecting to the open space and on road connections to future parks and open space has been implemented.
- Public safety, views and accessibility, both physically and visually to the Open Space System, as well as to parks, schools and other natural and civic features, will be an important consideration in community design. The road network has been design such that window streets providing view corridors into the open space have been included. The school and park are located along the secondary collector and will be easily accessible for all pedestrians.
- Priority will be given to maintaining views and accessibility at key access points of the Open Space System. In addition, views to other public facilities, such as schools and parks, shall be ensured through the provision of a minimum of a combination of a public right-of-way and/or open space immediately adjacent to a minimum of 50 percent of the perimeter of the property. These view sheds have been provided into the future open space/SWM Block, parks and school.
- Parks, Neighbourhood Central Activity Nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods.
- Building densities and land uses located along identified transit routes have been increased to encourage higher density development to support transit.
- The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks in this plan have been designed to be short and regular in length to make walking efficient and allow for variation in routes.

As part of the conditions of draft approval, the Applicant is required to provide detailed urban design guidelines (for Architectural Control) for the entire subdivision, including all proposed building forms and implementation processes for low density and medium density blocks. Conceptual block plans for all medium density blocks detailing locations of buildings, parking areas, building orientation towards the public streets and open spaces will also be required as part of the Design Studies submission. A condition of Draft Approval requires the Applicant 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. 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 blocks. For blocks fronting arterial roads, street oriented built form must be achieved. Greater detail relating to the

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implementation of urban design principles will be addressed through the Site Plan Approval process.

Transportation/Road Pattern

The internal road pattern layout is a modified grid system with two access points to Wharncliffe Road and three access points to Exeter Road. The internal road layout 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 network will include a window street feature adjacent to Open Space (Street C), and future connections to adjacent lands. The overall road layout promotes active transportation, provides for street oriented design and will facilitate future traffic calming measures.

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 Wharncliffe Road and Exeter Road will be developed for a range of housing types and minimum densities as per the SWAP. The additional density provided along Exeter Road will encourage more intensive development to support transit and pedestrian movement.

Archeological

As part of the submission for complete application, a Stage 1 and 2 Archeological Assessment was completed for the subject site. As a result of this report, a further Stage 3 and subsequent 4 archaeological assessment was conducted for one specific area within the subdivision.

The report prepared by Stantec recommended that the location of the Stage 4 be avoided and protected rather than excavated. The Applicant indicated they could not redesign the subdivision therefore they proceeded with a Stage 4 mitigation of the site (removal) by excavation. All reports were submitted and reviewed by the Ministry of Tourism, Culture and Sport (MTCS). No additional reports are required and no conditions have been added to the draft approval.

Servicing

Sanitary

The sanitary sewer works needed to establish an outlet for these lands are currently scheduled in the GMIS for construction by the City in 2017 (Exeter Road) and 2018 (Wharncliffe Road). A 450 mm sanitary sewer is proposed for Exeter Road, and a 675 mm sanitary sewer is proposed for Wharncliffe Road. Through Design Studies, the Applicant will be required to design sewer routing for the subdivision.

Stormwater Management

As mentioned in the background of this report, there are two ponds proposed to service this plan of subdivision. The Pincombe Drain Stormwater Facility 3 (Pincombe SWMF3) serves the lands recommended for draft plan approval and is currently scheduled in the GMIS for construction by the City in 2017. The second pond, the White Oaks Stormwater Facility 3 (White Oaks SWMF3) will serve the deferred balance of the subdivision application and is not proposed to be built by the City until 2023. Since the eastern portion of the subdivision is tributary to the White Oaks SWMF3, and the proposed timeline for the construction of this pond is beyond the three year planning horizon, Staff recommended a redline to the draft plan which defers all lands that are tributary to the White Oak SWMF 3, as draft plan conditions cannot be satisfied within the three year time period. As well, there is an ongoing Environmental Assessment which may impact the development pattern of the subject lands tributary to the White Oak SWMF 3 facility. These lands will have a clearer drainage strategy following the completion of the Dingman Creek Stormwater Servicing Strategy Schedule C EA (2017).

As the functional SWM facility design has yet to be completed, the proposed size of the Pincombe Drain SWM Pond (Block 68) may be subject to change. The size of the pond will be determined by the ongoing Dingman Creek EA, and will also be determined by the amount of land to be

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included as part of this development. Once the limits of Block 68 have been confirmed, Block 38 may need to be redlined to reflect SWM use, and will be zoned Open Space. If additional land is not needed for the SWM, the City will initiate a zone change to an appropriate residential zone.

It should be noted that Block 39(which has been redlined to merge with Block 40) and Block 42 will need to develop on Permanent Private Stormwater Management Systems. Based on the information we have to date, it is uncertain whether or not Street U (which bisects these blocks) can be retained. As a result, staff are recommending that Street U be shown on the face of the draft plan, however, should it be determined through the design studies process that it is not viable to develop these blocks along with Street U, the Approval Authority may consider amending the draft plan to remove this street.

Water

A 600mm diameter watermain exists along Exter Road and a 400mm diameter watermain exits along Wharncliffe Road. The Applicant will be required to provide a water servicing strategy for the subdivision through design studies.

Transportation

The redlined subdivision proposes four (4) new secondary collector roads and 11 new local public streets. The street connections and internal street layout provides for convenient and safe connectivity for both vehicles and pedestrians. Traffic calming measures, on street parking and sidewalks will be incorporated through the design studies and engineering drawing submissions.

Red Line Revisions

As detailed throughout the report, additional redlines will be added as a note to the draft plan, and included, where possible, as conditions of draft plan:

- Make all road widths, right-of-ways, dimensions, radii and lot frontages legible
- Add 0.3 metre reserves at the following locations:
 - At entrances to road connections to the arterial roads (both sides)
 - Abutting Blocks 44 and 48 adjacent to Street ‘S’
 - Along Street ‘A’ abutting Blocks 50 and 53
 - End of all dead-end streets
- Provide 3m x 3m daylighting triangles at Street ‘I’ and Street ‘A’.
- The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m

- Ensure all minimum centreline radii meet City standards.
- Identify all radii and ensure all radii meet City standards.
- Revise the roundabout radii on Street ‘A’ with Street ‘S’ to be in accordance with City standards (eg. radius to be 10.3 metres). Make all necessary revisions.
- Ensure all roads are perpendicular to connecting roads with a 6 metre tangent.

The Applicant will be required to revise the redline plan as per the above changes and submit a clean version with updated Street and Block numbering for the Approval Authority prior to issuing draft plan approval.

ZONING

The subject lands are currently zoned Urban Reserve (UR6) Zone, a Holding Light Industrial (h-17*L13) Zone, and an Environmental Review (ER) Zone.

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Most zoning is as per the requested application, however some zones have been changed or altered due to the policies of the SWAP and/or are more in keeping with the policies of the Official Plan.

- Block 5, 6, 36, and 37, a portion of Block 80 and Blocks 81, 86, 87, 88, and 89 – a Holding Residential R1 Special Provision (h.h-100.R1-4()) Zone to permit single detached dwellings with a minimum frontage of 12.0 metres (39.4 feet), a minimum lot area of 360 square metres (3,875 square feet) - these Blocks are located along secondary collector roads. To ensure adequate spacing between driveways, 12m lot frontages are proposed through an R1-4 Zone. This reduces the number of lots on the secondary collector and ensures on street parking can be accommodated, and also ensures urban design features such as street trees and landscaping can be accommodated in the right of way. A special provision has also been added to ensure 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. This special provision is included as per the SWAP.
- Block 61 - a Holding Residential R1 Special Provision/Neighbourhood Facility (h*h-100*R1-4())/(NF) Zone, to permit the above as well as permitting an elementary school.
- Blocks 1, 2, 3, 4, 7, 8, 9, 10, 11, 32, 33, 34, and 35, a portion of Block 80 and redlined Blocks 82, 83 and 84 – a Holding Residential R1 Special Provision (h*h-100*R1-13()) Zone, to permit single detached dwellings with a minimum frontage of 9.0 metres (29.5 feet), a minimum lot area of 270 square metres (2,906 square feet) – these blocks are found internal to the subdivision. The Applicant had originally requested an R1-1 for these blocks, however, the R1-1 is applied to existing development located within older neighbourhoods in the City. Within a suburban/new development environment, the regulations associated with the R1-13 Zone were created as part of the Small Lot Study guidelines/process to reflect suburban types of development. The R1-13 permits lot frontages of 9m, same as the R1-1 Zone. The Applicant has requested a reduced rear yard setback of 6.0m in place of 7.0m for the R1-13 Zone. Staff have no issue with this request (as it reflects the setback in the R104 Zone which has been applied in this area) and the zoning reflects this change. A special provision has also been added to ensure 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. This special provision is included as per the SWAP.
- Block 51 and 52 - a Holding Residential R4 Special Provision (h*h-100*R4-6()) Zone to permit street townhouse dwellings with a minimum lot area of 145 square metres (1,561 square feet), a maximum lot coverage of 45%, and a maximum height of 12.0 metres, with a special provision to increase the lot frontage to a minimum 7.0 metres (whereas 5.5 metres is the minimum). This zone is found adjacent to the medium density blocks along Wharnccliffe Road and will allow for varying housing forms, which is critical for the SWAP.
- Block 49, 50, 53, 54, 65 and 66 - a Compound Holding Residential R5/R6 Special Provision (h*h-100*h-198*R5-4()/R6-5()) Zone to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and maximum density of 75 units per hectare. These zones permit a wide range of housing forms, with further detail on orientation and placement of entrances to be detailed at site plan. The special provision to require minimum and maximum densities is as per the SWAP.
- Blocks 39, 40, 41, 42, 43 and Redlined Block 44 - a Compound Holding Residential R5/R6 Special Provision (h*h-100*h-198*R5-4()/R6-5()) Zone to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, with a special provision for a minimum height of two (2) storeys, a maximum height of nine (9) storeys, a minimum density of 30 units per hectare and maximum density of 100 units per hectare. The minimum and maximum heights and densities are a requirement of the SWAP policies to increase densities and urban form in areas adjacent to future transit corridors. A condition has been added to Block 41 to keep the general “h” on the site until such time as a development agreement has been entered into. The block is small comparatively, and it may be difficult to develop for cluster housing while ensuring on site SWM controls.

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Maintaining the “h” will ensure these issues are addressed prior to site plan approval.

- Block 79 - a Holding Light Industrial (h-17*LI2/LI4/LI7) Zone, to permit a range of industrial and commercial type uses, such as bakeries; business service establishments; laboratories; manufacturing and assembly industries; offices support; paper and allied products industries excluding pulp and paper and asphalt roofing industries; pharmaceutical and medical product industries; printing, reproduction and data processing industries; research and development establishments; warehouse establishments; wholesale establishments; custom workshop; brewing on premises establishments; service trade; existing self-storage establishments; dry cleaning and laundry plants; food, tobacco and beverage processing industries excluding meat packaging; leather and fur processing excluding tanning; repair and rental establishments; service and repair establishment; automotive uses, restricted; clinics; convenience service establishments; convenience stores; day care centres; financial institutions; medical/dental offices; personal service establishments; restaurants; automobile body shops; automobile repair garages; building or contracting establishments; repair and rental establishments; service and repair establishments; service trades; and truck sales and service establishments. These lands will be joined with the adjacent industrial property at 150 Exeter Road to ensure appropriate setbacks are included on site adjacent to residential development.
- Blocks 62, 63, 38 and 68 - an Open Space (OS1) Zone to permit uses such as City or private parks, and to also permit a SWM Facility (Blocks 68 and 38). As mentioned previously in the report, if it is identified that Block 38 is not necessary for the development of the SWM Pond, the City will initiate a zone change to an R1-4 Zone to permit single detached residential development.
- Blocks 69 and 70 - an Open Space (OS5) Zone for the significant natural heritage features and riverine hazard lands, as well as the buffer associated with these lands.

Zoning Planning Impact Analysis

Planning Impact Analysis under Section 3.7 in the Official Plan was used to evaluate this application for the proposed zoning amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses. 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 policies of the SWAP;
- the proposed zoning will ensure protection of significant natural heritage features;
- 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;
- further urban design objectives will implemented through site plan.

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. This will be applied to all lands for development in the area. It will ensure that municipal services are available.
2. The ‘h-100’ holding provision is implemented with respect to water services and appropriate access. No more than 80 units may be developed until a looped watermain

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- system is constructed and a second public access is available, to the satisfaction of the City Engineer. This will be applied to all lands for development in the area.
- The 'h-198' holding provision is applied to medium density blocks adjacent to the arterial road. The purpose of the holding provision is 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 of the City.

THE LONDON PLAN

The City of London Municipal Council adopted The London Plan on June 23, 2016. The London Plan involved a comprehensive review which resulted in the creation of a new Official Plan for the City. The London Plan is currently being reviewed by the Province. The proposed Plan of Subdivision, Official Plan and Zoning By-law amendment and revised have been reviewed having regard for the London Plan.

As per paragraph 1558:

"...Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail. Otherwise, the parent policies and maps of The London Plan will be read together and in conjunction with the secondary plan."

The Southwest Secondary Plan is listed within and forms part of The London Plan. The vision and principles of the Southwest Plan are coincident with the London Plan. With respect to the Place Types mapping, the subject lands are within the "Neighbourhoods" Place Type permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities. A small portion of the lands are within the "Green Space" Place Type. Within this place type various types of public parks are permitted including district, city-wide, and regional parks, and some neighbourhood parks; private green space uses such as cemeteries and private golf courses; agriculture, woodlot management, horticulture and urban gardens; conservation; essential public utilities and municipal services, storm water management, and recreational and community facilities.

The proposed development is located along an Urban Thoroughfare (Bradley Avenue), Civic Boulevards (Wharncliffe Road and Exeter Road) and Neighbourhood Connectors (proposed primary and secondary collectors). The London Plan identifies Civic Boulevards and Urban Thoroughfares as major streets that represent important mobility corridors for automobiles as well as active forms of mobility such as transit, cycling and walking. Specifically, rear-lotting will not be permitted onto public rights-of-way and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares.

The proposed development is consistent with the classification of streets and their intended character, goals and functions as it:

- Provides for a high level quality pedestrian realm along the Civic Boulevard and neighbourhood connector.
- The proposed zoning provides for form, height and intensities that will provide for a quality pedestrian realm and high standard of urban design.
- Provides single detached residential uses on the neighbourhood streets.

The proposed development is consistent the policies of the Neighbourhood place type as it:

- Provides for attractive streetscapes and buildings.
- Provides for a diversity of housing choices.
- Provides for a well-connected neighbourhood, to the schools and parks located at the intersection of two civic boulevards.
- Provides for easy access to daily goods and services within the plan of subdivision and to adjacent and future proposed commercial nodes.
- Provides for parks, pathways, and recreational opportunities.

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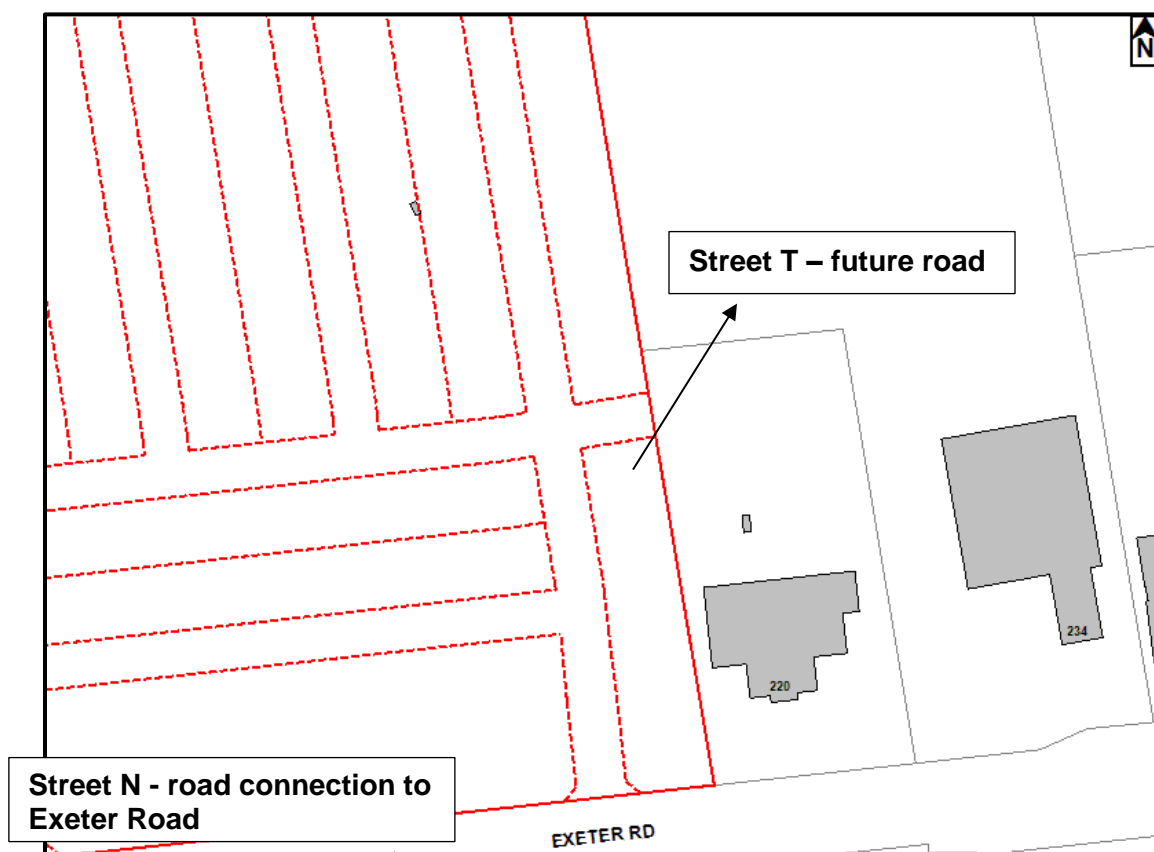
The proposed development (as redline amended) is consistent with the policies of the London Plan.

Public & Stakeholder Comments

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. Road connections to the east and south

Adjacent landowners objected to proposed connections or lack of connections to their properties. For the most part, a large portion of the subdivision has been redlined from the original plan, so appropriate connections to the east will be determined through the future subdivision application for the east half of this site.



An adjacent landowner objected to Street N (connection to Exeter Road) and Street T (connection to lands to east). Through the subdivision process, and in consultation with Transportation and Urban Design, additional connections to Exeter Road were added, to provide a better grid pattern and provide multiple options for traffic flow throughout the subdivision. Street T provides an east west connection to future lands. As the lands to the east (220 Exeter Road) are designated Medium Density Residential, the existing industrial uses will eventually be phased out, which will allow many forms of residential development to occur. A block for a future road connection via Street T to the lands to the east will be help out of development until such time as the lands to the east redevelop.

The adjacent landowner at 1350 Wharncliffe Road has also objected to the future road connections from the subdivision. The Owner has an issue with the location of the proposed Bradley Avenue extension, which is no longer a part of this draft plan. The existing property at 1350 Wharncliffe will continue to have direct access to Wharncliffe Road, until such time as redevelopment occurs, at which time appropriate access will then be determined for the site. The property at 1350 Wharncliffe Road is long and narrow and is designated for medium density

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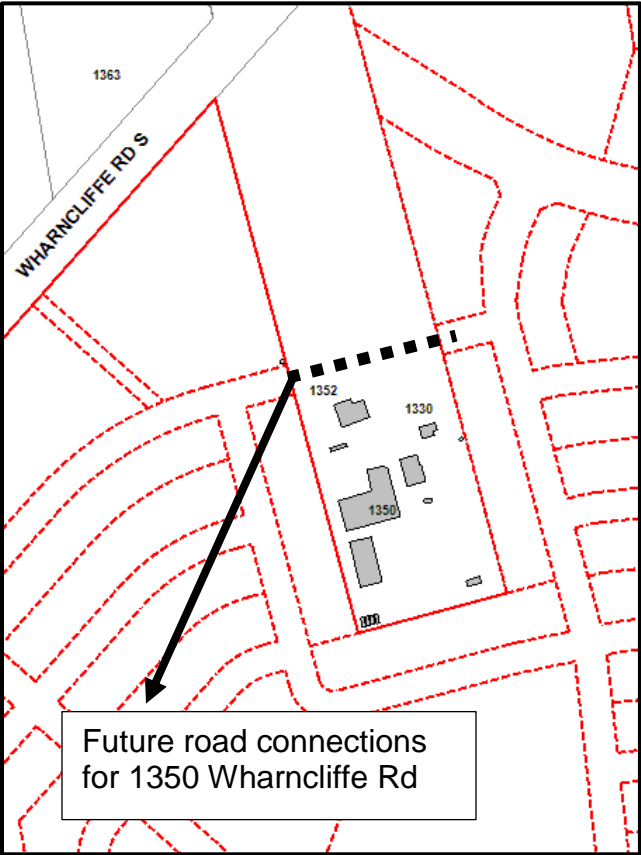
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residential uses for the front portion and low density residential uses for rear portion. A connection has been provided as part of this subdivision (as noted below) and it is expected that an additional easterly connection will also be provided through the next application for these lands. Direct access to the arterial may be possible for 1350 Wharncliffe Road, but only as determined though future planning applications.



CONCLUSION

The redlined draft plan of subdivision is consistent with Provincial Policy, the City of London Official Plan, the Southwest Secondary Plan, and the Zoning By-law. The recommended redline draft plan, proposed zoning and conditions of draft approval ensures a compatible form of development. 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:
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NANCY PASATO 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”

NP/

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APPENDIX "A" **Zoning By-law Amendment**

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

2017

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to

rezone an area of land located at 146 and

184 Exeter Road.

WHEREAS Barry Zagdanski c/o Z-Group has applied to rezone an area of land

located at 146 and 184 Exeter Road, as shown on the map attached to this by-law, as set out

below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London

enacts as follows:

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located

at 146 and 184 Exeter Road, as shown on the attached map, from an Urban Reserve (UR6) Zone,

a Holding Light Industrial (h-17*LI3) Zone, and an Environmental Review (ER) Zone to a Holding

Residential R1 Special Provision (h*h-100*R1-4(___)) Zone; a Holding Residential R1 Special

Provision/Neighbourhood Facility (h*h-100*R1-4(___))/NF) Zone; a Holding Residential R1

Special Provision (h*h-100*R1-13(___)) Zone; a Holding Residential R4 Special Provision (h*h-

100*R4-6(___)) Zone; a Compound Holding Residential R5/R6 Special Provision (h*h-100*h-

198*R5-4(__)/R6-5(__)) Zone; a Compound Holding Residential R5/R6 Special Provision (h*h-

100*h-198*R5-4(_*)_R6-5(_*)) Zone; an Open Space (OS1) Zone; an Open Space (OS5) Zone;

and a Holding Light Industrial (h-17*LI2/LI4/LI7) Zone.

1) Section 5.4 Residential R1 Zone is amended by adding the following Special Provisions:

d) R1-4(___) Zone Variation

Regulations:

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.

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

m) R1-13(___) Zone Variation

Regulations:

i) Rear Yard Setback 6.0 metres (19.7 feet)

(minimum)

ii) 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.

3) Section 8.4 Residential R4 Zone is amended by adding the following Special Provisions:

f) R4-6(___) Zone Variation

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Regulation:

i)

Lot Frontage

7.0 metres (23.0 feet)

(minimum)

g) Section 9.4 Residential R5 Zone is amended by adding the following Special Provisions:

d) R5-4(____) Zone Variation

Regulation:

i)

Density

30 units per hectare

(Minimum)

(Maximum)

75 units per hectare

h) Section 9.4 Residential R5 Zone is amended by adding the following Special Provisions:

e) R5-4(_*__) Zone Variation

Regulation:

i)

Density

30 units per hectare

(Minimum)

(Maximum)

100 units per hectare

ii)

Height

Two (2) storeys

(Minimum)

(Maximum)

Nine (9) storeys

i) Section 10.4 Residential R6 Zone is amended by adding the following Special Provisions:

f) R6-5(____) Zone Variation

Regulation:

i)

Density

30 units per hectare

(Minimum)

(Maximum)

75 units per hectare

j) Section 10.4 Residential R6 Zone is amended by adding the following Special Provisions:

g) R6-5(_*__) Zone Variation

Regulation:

i)

Density

30 units per hectare

(Minimum)

(Maximum)

100 units per hectare

ii)

Height

Two (2) storeys

(Minimum)

(Maximum)

Nine (9) storeys

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

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

PASSED in Open Council on December 19, 2016.

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Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - December 19, 2016
Second Reading – December 19, 2016
Third Reading - December 19, 2016

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Appendix “B” **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-15501 ARE AS FOLLOWS:

NO. CONDITIONS

1. This draft approval applies to the draft plan as submitted by 1103125 Ontario Limited (File No. 39T-15501), prepared by Stantec Consulting and certified by Jeremy Matthews (Project No. 161401268, dated February 18, 2016), as red-lined, which shows 25 low density blocks, 18 medium density blocks, 2 park blocks, 4 multi-use pathway blocks, 1 stormwater management block, 1 future stormwater management or residential block, 1 light industrial block, 2 open space blocks, 1 school block, 1 future road block, as well as several 0.3 m reserves and road widenings, all served by 4 new secondary collector roads, and 11 new local streets.
2. This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall request that street(s) shall be named to the satisfaction of the City.
4. The Owner shall request that the municipal address shall be assigned to the satisfaction of the City.
5. Prior to final approval, the Owner shall submit to the City a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
6. The subdivision agreement between the Owner and the City shall be registered against the lands to which it applies. Prior to final approval the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands, including property taxes and local improvement charges.
7. In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, where such services and drainage cannot be accommodated in the existing and/or proposed right-of-way, to the satisfaction of the City, at no cost to the City.
8. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with City a complete submission consisting of all required studies, reports, data, information or detailed engineering drawing, clearances, fees, and final plans, and to advise the City in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.
9. Prior to final approval for the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

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Planning

10. The Owner shall provide the purchasers of all lots in the subdivision with a zoning information package pertaining to residential driveway locations and widths. The Owner shall obtain and provide to the City written acknowledgement from the purchaser of each lot in this plan that their driveway will be installed and maintained in accordance with the requirements of the Zoning By-law. The information package and written acknowledgement shall be in a form satisfactory to the City.
11. In conjunction with the Design Studies submission, the Owner shall submit for approval an on-street parking plan to the satisfaction of the City. An approved parking plan is required for each registered phase of development and will form part of the subdivision agreement for the registered plan.
12. In conjunction with Design Studies submission, the Owner shall submit a lotting plan, demonstrating how all Low Density Blocks and the Medium Density Blocks will meet the minimum target densities as set out in the Southwest Area Plan for Central Longwoods. The lotting plan will be used for the basis of final registered plan, to the satisfaction of the City.
13. In conjunction with Design Studies submission, the Owner shall submit a noise study, prepared by a certified consultant, concerning the impact of noise generated from adjacent industrial operations located at 150 Exeter Road and on the south side of Exeter Road, to the proposed residential development, which considers existing and future industrial uses based on zoning, and recommended noise attenuation requirements, and increased setbacks, landscaping, privacy screening or other measures to provide an appropriate buffer between residential and industrial uses. These noise abatement measures may be applied in accordance with the requirements of the Ministry of the Environment D-6 Guidelines, and shall implement results of the study, to the satisfaction of the City.
14. Prior to final approval, the Owner shall agree to include a statement in all offers of purchase and sale within 150 metres of the industrial property at 150 Exeter Road and in the subdivision agreement to include a suitable warning clause advising future purchasers that there are active industrial operations on going in the area and that nuisances can be expected.
15. As part of final approval, the Applicant will ensure that Block 79 (industrial) is consolidated with the property at 150 Exeter Road.
16. The Owner agrees to withhold Block 41 from development until such time as a viable servicing option is available. The Owner also agrees to maintain the h. holding provision on this block until such time as a development agreement has been entered into which provides for appropriate servicing.
17. In conjunction with the Design Studies submission, the Owner shall provide design concepts for Blocks 39 and 42 to illustrate how these blocks can develop on a Permanent Private Stormwater (PPS) system, all to the satisfaction of the City. If it is determined that the development of these blocks is not viable from a land area/servicing perspective, the Approval Authority may consider an amendment to the draft plan to remove Street U in order to provide sufficient land for the development of these blocks.

Urban Design

18. In conjunction with Design Studies submissions, the Owner will be required to provide a detailed urban design guidelines (for Architectural Control) for the entire subdivision, including

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all proposed building forms and implementation processes for low density and medium density blocks, to the satisfaction of the Managing Director of Planning, City Planner.

19. In conjunction with Design Studies submissions, the Owner shall provide conceptual block plans for all medium density blocks, detailing locations of buildings, parking areas, building orientation towards the public streets and open spaces, and other relevant information, to the satisfaction of the Managing Director of Planning, City Planner. Building orientation shall be directed to the highest order street as a priority, and all other streets/open spaces for secondary facades.
20. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road/park/open space frontage

Parks and Open Space

21. In conjunction with Design Studies submissions, the Owner shall provide an update to the Environmental Impact Study – Revised (March 14, 2016) in the form of an addendum, prepared by Stantec Consulting Inc. which addresses compensation, restoration, monitoring, and species at risk, to the satisfaction of the Managing Director of Planning, City Planner.
22. The Owner shall implement all recommendations from the Environmental Management Plan from the Environmental Impact Study – Revised (March 14, 2016) and any EIS addendums approved by the City, as prepared by Stantec Consulting Inc. As part of the design studies, the Owner shall indicate how each of the recommendations and the Environmental Management Plan will be implemented (i.e., design studies, engineering review, special provisions).
23. The Owner shall convey Block 62, 63, 65, 66, 67, 69 and 70 to the City as the required 5% parkland dedication for this plan of subdivision. The Owner will receive a 0.84 hectare credit for parkland dedication in excess of the required parkland under the Planning Act. The credit shall be applied towards the required parkland dedication of future subdivision lands to the east owned by the Owner.
24. As part of the Design Studies, the Owner shall prepare and provide:
 - i) A concept/buffer plan for all Open Space blocks;
 - ii) A concept plan for all proposed pathway blocks;
 - iii) A concept plan for all in-boulevard pathway alignments; and
 - iv) A concept plan for Park Blocks (Blocks 62 and 63).
25. As part of the Design Studies submission, the Owner shall prepare 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. The educational package shall be prepared to the satisfaction of the City Planner. This package is to be delivered to all homeowners adjacent to natural heritage areas.
26. Prior to any work on the site and as part of the Design Studies submission, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.

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27. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
28. The Owner shall not grade into any public Park or Open Space lands. In instances where this is not practical or desirable, any grading into the public Park or Open Space lands shall be to the satisfaction of the City Planner.
29. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures shall 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 wetland.
30. 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.

Upper Thames River Conservation Authority

31. In conjunction with Design Studies submissions, a final Environmental Impact Study be prepared to the satisfaction of the UTRCA. This report shall address the following matters:
 - i) A Hydrogeological Assessment and Water Balance Analysis be prepared, consistent with the Hydrogeological Assessment Submissions Conservation Authority Guidelines to Support Development Applications (June, 2013);
 - ii) The appropriate amount of associated habitat from the nests in the culverts is being protected as per the general habitat description;
 - iii) Sufficient space is available to move the SWM facility to a different location if the Ministry of Natural Resources and Forestry (MNRF) requires it;
 - iv) Calculations showing the amount of "offsetting" that will occur for the loss of natural areas be provided; and
 - v) The information included in the Response to UTRCA Comments in Support of Richardson Subdivision Draft Plan 39T-15501 prepared by Stantec dated November 21, 2016, revised November 24, 2016 be incorporated into the Final EIS.

The Owner shall detail and implement the recommendations of the revised EIS through drawing review and the subdivision agreement.

32. In conjunction with Design Studies submissions, the watercourse feature that traverses proposed Park Block 63 shall be maintained as an open watercourse and shall be incorporated into the overall park design, to the satisfaction of the city and the UTRCA.
33. In conjunction with Design Studies submissions, the Stormwater Management Report (Functional and Final) be circulated to the UTRCA for review and sign-off.
34. The extent of the natural hazard lands in the north east corner of the proposed plan of subdivision be confirmed in consultation with the UTRCA and Street C shall be reconfigured and the draft plan shall be redlined such that Street C is situated outside of the riverine hazard which shall include a 6 metre setback applied to the outer limit of the natural hazard.
35. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the proponent shall obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within the regulated area.

Sanitary

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36. 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 sanitary sewer routing and the external areas to be serviced and identify any sanitary private drain connections that will be constructed external to this plan, to the satisfaction of the City Engineer (ie. Municipal 1210, 1240, 1330, 1350 and 1352 Wharncliffe Road South, 108 Exeter Road and a preliminary routing of the proposed sanitary sewer) and include the existing commercial property at 150 Exeter Road;
- ii) Confirm the location of the existing sanitary septic system and infrastructure that service 150 Exeter Road and provide a proposal, including timing, to construct a municipal sanitary outlet connection and sanitary sampling manhole for 150 Exeter Road to connect to this plan of subdivision (currently serviced by an onsite private sanitary system). The proposal is to include the timing of decommissioning of the existing septic system and infrastructure for 150 Exeter Road;
- iii) Confirm the location of the existing sanitary septic system and water well that service 1350/1352 Wharncliffe Road South. Should any portion of septic system be located within this plan, provide a proposal to address the encroachment of these works. Should the existing septic system and infrastructure be decommissioned, provide a proposal, including timing, regarding the decommissioning of any septic systems and infrastructure.
- iv) Provide confirmation that if the proposed populations identified for the medium density blocks is proposed at a higher density of 75 upha that this is accounted for in the design of the subdivision sewers and proposed Exeter Road sewer;
- v) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this proposed sanitary trunk sewer;
- vi) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, 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; and
- vii) Provide confirmation of the minimum lot sizes being proposed for street townhouse dwellings and stacked townhouses to ensure proper service separation distances for the proposed street facing townhomes meet City Standards and will attain adequate horizontal separation between water services, pdc's and consider conflicts with other utilities such as street lights, hydrants, driveways, boulevard trees, snow storage, on street parking, etc., which meet City of London standards and requirements.

37. Prior to the issuance of any Certificate of Conditional Approval and 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 municipal sanitary sewer system, namely, the proposed 375 mm (15") diameter sewer located on Exeter Road when it is available, all as set out in the City's Growth Management Implementation Strategy (GMIS) currently scheduled for 2017 timing;
- ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance and within the Bradley Avenue road allowance in this plan, to the satisfaction of the City;
- iii) Make provisions to keep the existing sanitary septic system for 150 Exeter Road operational until municipal sanitary servicing, including a sanitary sampling manhole, is available to service this property and is constructed and operational, to the satisfaction of the City Engineer, at no cost to the City. Once 150 Exeter Road has been provided municipal sanitary servicing, the Owner shall decommission the existing septic system, at no cost to the City.

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- iv) Provide sanitary pdc's for external lands (150 Exeter Road), if necessary, as identified in the accepted Design Studies;
 - 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. These sewers must be extended to the limits of this plan and/or property line to service the upstream external lands;
 - 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.
38. 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;
 - iv) Install Parson Manhole Inserts (or approved alternative satisfactory to the City Engineer) in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the City Engineer.
 - v) Implementing any additional measures recommended through the Design Studies stage.
39. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway 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 forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

Storm and Stormwater Management (SWM)

40. 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) Identify 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) Identify major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Provide a proposal, including timing and decommissioning of all existing drainage systems, as applicable, and identify servicing for 150 Exeter Road;
 - iv) Address the rerouting, enhancements, enclosure and/or removal of any existing open watercourses in this plan and identify the needs for any setbacks from the open watercourses in consultation with the Upper Thames River Conservation

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- Authority, all to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority;
- v) Provide a preliminary plan demonstrating how the proposed grading and road design will be compatible with the grading of the proposed Pincombe Drain SWM Facility #3 to be built by the City;
 - vi) Complete a geotechnical study to address all geotechnical issues including erosion, maintenance and structural setbacks related to slope stability associated with existing UTRCA regulated areas are adequately addressed for the subject lands, all to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback;
 - vii) Develop 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 and Climate Change 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,
 - viii) Implement SWM soft measure Best Management Practices (BMP's), including Low Impact Development infiltration measures 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.
41. 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, all to the satisfaction of the City:
- i) The Dingman Creek Subwatershed Stormwater Servicing Strategy Schedule 'C' Municipal Class Environmental Assessment;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report and Detailed Design for the subject lands;
 - iii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - iv) The City's Design Requirements for Permanent Private Stormwater (PPS) Systems that were approved by City Council and was effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
 - v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - vii) The Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual and any companion documents, as revised; and,
 - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
42. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect them to the proposed Pincombe Drain SWM Facility # 3 to be built by the City via the proposed sewer system within the proposed draft plan of subdivision and future external servicing.
 - ii) In the event 150 Exeter Road will be served by a new stormwater outlet to Pincombe Drain SWM Facility # 3, the Owner shall maintain the existing storm outlet for 150 Exeter Road until storm servicing is available to service this property and is constructed and operational, to the satisfaction of the City Engineer, at no

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- cost to the City. Once 150 Exeter Road has been provided storm servicing, the Owner shall decommission the existing storm system;
- iii) Construct and implement any geotechnical recommendations regarding slope stability to the satisfaction of the Upper Thames River Conservation Authority and the City Engineer;
 - iv) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - v) Grade the boundaries of the blocks in this Plan to blend in with the SWM Facility Block 68, at no cost to the City;
 - vi) 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,
 - vii) Address forthwith any deficiencies of the stormwater works which may be identified throughout construction or identified through the monitoring and inspection program.
43. 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 and external lands (e.g. 150 Exeter Road) must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) Construct and have operational the major overland flow routes and minor storm system for the subject lands, to the satisfaction of the City;
 - iii) Decommission all existing and temporary stormwater management and conveyance systems once ultimate systems have been constructed and operational, to the satisfaction of the City; and,
 - iv) Implement all geotechnical/slope stability recommendations made by the geotechnical report and as shown on the engineering drawings, accepted by the City.
44. Prior to the issuance of any Certificate of Conditional Approval, the Pincombe Drain SWM Facility # 3, to be built by the City, to serve this plan must be constructed and operational.
45. The Owner shall ensure that Block 68 is adequately sized to accommodate Pincombe Drain SWM Facility #3 in accordance with the final accepted Functional SWM Report for the Pincombe Drain SWM Facility # 3, City specifications and is consistent with the Dingman Creek Subwatershed Stormwater Servicing Strategy – Schedule ‘C’ Municipal Class Environmental Assessment, all to satisfaction of the City Engineer. Block 38 will be held out of development until such time as the size and configuration of Block 68 for Pincombe Drain SWM Facility #3 has been confirmed.
46. The Owner shall ensure that all existing upstream external flows traversing this plan are accommodated within the overall minor and major storm conveyance servicing system design, all to the specifications and satisfaction of the City Engineer, at no cost to the City.
47. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of any existing stormwater conveyance system. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirement for Permanent Private Stormwater Systems.
48. The Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of Stormwater Management Facilities policies and processes identified in Appendix ‘B-1’ and ‘B-2’ Stormwater Management Facility “Just In Time” Design and Construction Process adopted by Council on July 30, 2013 as part of the Development Charges Policy Review: Major Policies Covering Report.

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49. 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.

50. 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, including but not limited to, the following:

- i) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
- ii) identify any abandoned wells in this plan
- iii) assess the impact on water balance in the plan
- iv) any fill required in the plan
- v) provide recommendations for foundation design should high groundwater be encountered
- vi) identify all required mitigation measures including Low Impact Development (LIDs) solutions
- vii) address any contamination impacts that may be anticipated or experienced as a result of the said construction
- ix) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.

all to the satisfaction of the City.

51. 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 hydrogeological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

52. 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, including dedicated blocks sized to accommodate applicable major overland flow routes.

53. In the event that the Owner constructs temporary stormwater works and until said works are decommissioned, the Owner shall complete the following to the satisfaction of the City Engineer, and at no cost to the City:

- i) Operate, monitor and maintain the temporary works;
- ii) In the event that the works include a stormwater facility, have their professional engineer submit semi-annual monitoring reports to the City Engineer demonstrating that the works perform in accordance with the approved design criteria. The reports are to provide test results on the volume and nature of the sediment accumulating in the works. The timing and content of the monitoring reports is to be in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" guidelines. The Owner shall ensure that the monitoring program commences when building permits have been issued on fifty percent (50%) of the lots in the Plan and shall continue until the temporary works are decommissioned;
- iii) Remove and dispose of any sediment to an approved site;
- iv) Address forthwith any deficiencies of the temporary works and/or monitoring program; and
- v) Decommission the temporary works within six months of the permanent works being constructed and operational.

The Owner is responsible for all costs related to the temporary works including decommissioning and any redirection of sewers and overland flow routes.

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Water

54. 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) Identify fireflows available from each hydrant proposed to be constructed and identify appropriate hydrant colour code markers;
 - c) Confirm capacity requirements are met;
 - d) Identify need to the construction of external works;
 - e) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - f) Water system area plan(s);
 - g) Water network analysis/hydraulic calculations for subdivision report;
 - h) Phasing report and identify how water quality will be maintained until full built-out;
 - i) Oversizing of watermain, if necessary and any cost sharing agreements;
 - j) Water quality;
 - k) Identify location of valves and hydrants;
 - l) Identify location of automatic flushing devices as necessary;
 - m) Looping strategy.
 - ii) Submit a servicing layout to the lots for the street townhouse configuration which indicates adequate separation requirements will be met for all servicing.
55. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City. The requirements or measures which are necessary to meet water quality requirements shall also be shown clearly on the engineering drawings.
56. Prior to the issuance of any Certificate of Conditional Approval and In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 600 mm diameter watermain on Exeter Road and the 400 mm diameter watermain on Wharncliffe Road South;
 - ii) The available fireflow and appropriate hydrant colour code (in accordance with the City of London Design Criteria) are to be shown on engineering drawings; The fire hydrant colour code markers will be installed by the City of London at the time of Conditional Approval; and
 - iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.
57. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall install and commission temporary automatic flushing devices and meters at all dead ends and/or other locations as deemed necessary by the hydraulic modelling results to ensure that water quality is maintained during build out of the subdivision. These devices 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 engineering drawings. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their removal or until the time of assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
58. With respect to the proposed blocks, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form

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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

- The Owner shall obtain all necessary approvals from the City Engineer for individual servicing of blocks in this subdivision, prior to the installation of any water services for the blocks.

Roadworks

- 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.
- In conjunction with the submission of detailed design drawings, 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 19.0 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. It should be noted tapers are not to be within an intersection.
- In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way of the plan to the City Engineer for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, alignments, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.
- At ‘tee’ intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road.
- In conjunction with the Design Studies submission, the Owner shall provide a concept plan for review and acceptance by the City Engineer how access to 150 Exeter Road from Street ‘S’ will be accommodated.
- In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a concept plan showing the alignment of Street ‘A’ and Morgan Avenue, to the specifications and satisfaction of the City Engineer.
- The Owner shall align Street ‘A’ opposite Morgan Avenue, to the satisfaction of the City Engineer.
- In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a concept plan showing the alignment of Street ‘S’ opposite Meadowgate Boulevard, to the satisfaction of the City Engineer.
- The Owner shall align Street ‘S’ opposite Meadowgate Boulevard, to the satisfaction of the City Engineer.
- The Owner shall construct Street ‘A’, Street ‘I’, Street ‘N’ and Street ‘S’ to secondary collector road standards to the satisfaction of the City Engineer.

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70. 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 all street in this Plan of subdivision in accordance with the accepted design criteria, to the specifications and satisfaction of the City Engineer.
71. 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:" and make any necessary adjustments to the draft plan, to the satisfaction of the City Engineer.
72. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- Street 'A', Street 'I', Street 'N' and Street 'S' have a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres;
 - Street 'B' Street 'C', Street 'D', Street 'E', Street 'G', Street 'H', Street 'Q', Street 'R' (including new portion to Street 'I') Street 'T' and Street 'U' have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20 metres;
 - Street 'F' has a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 19 metres.
73. In conjunction with the Design Studies submission, the Owner shall submit a concept plan of the enhanced landscape boulevards on Street 'C', Street 'I', Street 'N' and Street 'S' and gateway treatment on Street 'A' at Wharncliffe Road South, all to the satisfaction and specifications of the City.
74. The Owner shall construct a gateway treatment on Street 'A' at Wharncliffe Road on a right-of-way width of 28.0 metres with a minimum road pavement width (excluding gutters) of 16.0 metres for a distance of 45 metres tapered back over a distance of 30 metres to the standard secondary collector right-of-way width of 21.5 metres with a minimum road pavement width of 9.5 metres (excluding gutters), all to the satisfaction of the City.
75. The Owner shall install enhanced landscape boulevards on Street 'S' at Exeter Road and Street 'I' at Exeter Road on a right-of-way with of 28.0 metres with a minimum road pavement width (excluding gutters) of 11.0 metres for a distance of 45 metre tapered back over a distance of 30 metres to the standard secondary collector right-of-way width of 21.5 metres with a minimum road pavement width of 9.5 metres (excluding gutters), to the satisfaction of the City.
76. The Owner shall install enhanced landscape boulevards on Street 'C' at Wharncliffe Road on a right-of-way width of 21.5 metres with a minimum road pavement width of 8.0 metres (excluding gutters) for a distance of 30 metres tapered back over a distance of 30 metres to a right-of-way width of 20.0 metres with a minimum road pavement width of 8.0 metres (excluding gutters), to the satisfaction of the City.
77. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:
- | <u>Road Allowance</u> | <u>S/L Radius</u> |
|-----------------------|-------------------|
| 20.0 m | 9.0 m |
| 19.0 m | 9.5 m |
| 18.0 m | 10.0 m |
78. In conjunction with the Design Studies submission, the Owner shall provide a concept of the future intersection of Street 'H' and Street "I" to ensure the intersection if perpendicular and not into a bend. If necessary, the Owner shall adjust the east limit of the school block to eliminate any future bend through the future intersection of Street 'H' and Street 'I', all to the satisfaction of the City.

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79. In conjunction with Design Studies submission, the Owner shall provide a concept plan showing the alignment of any street and existing accesses across the external roads, to the satisfaction of the City.
80. The Owner shall align Street ‘I’ with the access to 165 Exeter Road, to the satisfaction of the City.
81. The Owner shall convey Future Development Blocks (eg. east limit of Street ‘E’, east of Street ‘H’ and east limit of Street ‘T’, east of Street ‘N’) to the City for future use as needed, at no cost to the City. Should the block not be needed upon development of adjacent lands, the City shall return the Blocks to the Owner, at no cost to the City.
82. The Owner shall install enhanced landscape boulevards on Street ‘N’ at Exeter Road on a right-of-way width of 22.5 metres with a minimum road pavement width of 11.0 metres (excluding gutters) for a distance of 45 metres tapered back over a distance of 30 metres to the standard secondary collector right-of-way width of 21.5 metres with a minimum road pavement width of 9.5 metres (excluding gutters) to the satisfaction of the City.

Sidewalks

83. The Owner shall construct a 1.5 metre (5’) sidewalk on both sides of all streets in this draft plan of subdivision (eg. Street ‘A’ to Street ‘I’, Street ‘N’ and Street ‘Q’ to Street ‘U’, inclusive) in accordance with the Southwest Area Plan.
84. The Owner shall provide sidewalk links from the private streets within Block 44 to the proposed sidewalk on Exeter 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.
85. The Owner shall construct a 2.4 metre sidewalk fronting Block 61 on Street ‘A’, Street ‘H’ and Street ‘I’ in accordance with City standards and the City’s Access Management Guidelines, to the satisfaction of the City.

Street Lights

86. 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.
87. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install temporary streetlights at the intersection of Wharncliffe Road and Street ‘A’ and Wharncliffe at Street ‘C’, to the satisfaction of the City Engineer, at no cost to the City.

Boundary Road Works

88. The Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the City Engineer, at no cost to the City.

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89. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer submit design criteria, including pavement markings, for the left turn and right turn lane on Wharncliffe Road South at Street 'A', a right turn lane on Wharncliffe Road at Street 'C' and for a left turn lane on Exeter Road at Street 'S' and the construction of any centre median islands as necessary, as determined by the City to restrict access, for review and acceptance by the City.
90. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a left and right turn lane on Wharncliffe Road South at Street 'A', to the satisfaction of the City Engineer.
91. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a right turn lane on Wharncliffe Road at Street 'C', to the satisfaction of the City Engineer.
92. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install pavement markings for a left turn lane on Exeter Road at Street 'S', to the satisfaction of the City Engineer.
93. The Owner shall be required to make minor boulevard improvements on Wharncliffe Road South and Exeter 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.
94. In conjunction with Design Studies submission, the Owner shall have its professional consulting engineer submit design criteria, including pavement markings for Street 'I' at Exeter Road and Street 'N' at Exeter road and identify the construction of any centre median islands as necessary as determined by the City to restrict access for review and acceptance by the City.
95. The Owner shall implement any recommendations at the intersections of Street 'I' and Street 'N' at Exeter road as identified in the accepted design studies and engineering drawings, to the satisfaction of the City.

Road Widening/Road Dedication

96. The Owner shall be required to dedicate sufficient land to widen Wharncliffe Road South and Exeter Road to 18.0 metres (59.06') from the centreline of the original road allowance.
97. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Wharncliffe Road South at Street 'A' and Street 'C', Exeter Road at Street 'S', Exeter Road at Street 'I' and Exeter Road at Street 'N', in accordance with the Z-1 Zoning By-law, Section 4.24.
98. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of 'collector' road streets in the Plan (i.e. where 21.5 m right of way's meet – Street 'A' and Street 'I') to satisfy requirements necessary for servicing bus transit routes, as specified by the City Engineer.

Vehicular Access

99. The Owner shall ensure that no vehicular access will be permitted to any lots and/or blocks from Wharncliffe Road and Exeter Road. All vehicular access is to be via the internal subdivision streets.

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100. In conjunction with the Design Studies submission, the Owner shall submit concept plans of the restricted accesses on Wharncliffe Road at Street 'C', including any proposed islands or centre median islands, to the satisfaction of the City Engineer.
101. The Owner shall restrict access on Wharncliffe Road at Street 'C' to right in and right out only in accordance with the City's Access Management Guidelines (AMG), to the satisfaction of the City Engineer.
102. In conjunction with the Design Studies submission, the Owner shall submit concept plans of the restricted accesses on Exeter Road at Street 'I' and Street 'N', including any proposed or centre median islands, to the satisfaction of the City.
103. The Owner shall restrict access on Exeter Road at Street 'I' and Street 'N' to rights-in and rights-out only in accordance with the City's Access Management Guidelines (AMG), to the satisfaction of the City Engineer.

Traffic Calming

104. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design of the proposed traffic calming measures along Street 'A', Street 'C', Street 'D', Street 'E', Street 'I', Street 'N', Street 'Q', Street 'R' and Street 'S', including roundabouts, parking bays, curb extensions, speed cushions, raised intersections and other measures, to the satisfaction of the City.
105. The Owner shall construct roundabouts, including splitter islands, at the intersections of Street 'A' and Street 'S', to the satisfaction of the City Engineer.
106. The Owner shall construct the following traffic calming measures on Street 'A' and Street 'S', to the satisfaction of the City Engineer:
 - i) Raised intersections along Street 'A' at Street 'F'/'D' and at Street 'I';
 - ii) Curb extensions along Street 'A' at Street 'B'/'E' and Street 'D'/'G';
 - iii) Parking bay on the north side of Street 'A' between Street 'S' and the east limit of the subdivision;
 - iv) Raised intersection on Street 'S' at Street 'T' and Street 'I' at Street 'T';
 - v) Parking bay on the west side of Street 'S' between Exeter Road and Street 'A';
 - vi) Raised intersection on Street 'N' at Street 'T';
 - vii) Parking bay on the west side of Street 'N' and
 - viii) Parking bay on the west side of Street 'I'.

Should it be determined, the raised intersection will affect the major overland flow route, the Owner shall construct alternative traffic calming measures, to the satisfaction of the City Engineer.
107. The Owner shall construct speed cushions along the following Streets, to the satisfaction of the City Engineer:
 - i) Street 'Q' between Street 'A' and Street 'T';
 - ii) Street 'R' between Street 'T' and Street 'Q';
 - iii) Street 'D' between Street 'E' and Street 'A';
 - iv) Street 'E' between Street 'A' and Street 'H';
 - v) Street 'I' between Street 'A' and Street 'T';
 - vi) Street 'U' between Street 'N' and Street 'I'; and
 - vii) Street 'C' between Wharncliffe Road and Street 'B'.

Construction Access/Temporary Access Roads

108. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Exeter Road or other routes as designated by the City.

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109. The Owner shall ensure any emergency access required is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design, etc. Should an emergency access be required to accommodate development, the Owner shall locate, construct, maintain and close the access to the satisfaction of the City Engineer.
110. 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.
111. In conjunction with the Design Studies submission, the Owner shall identify and provide a concept of the pathway system, including the portion to be located in the Street 'C' boulevard, to the satisfaction of the City Engineer.

General Engineering

112. The Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC Bylaw) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
113. 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.
114. 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.
115. 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.
116. 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, the following:
 - i) Servicing, grading and drainage of this subdivision;
 - ii) Road pavement structure;
 - iii) Dewatering;
 - iv) Foundation design;
 - v) Removal of existing fill (including but not limited to organic and deleterious materials);
 - vi) The placement of new engineering fill;
 - ix) Any necessary setbacks related to slope stability for lands within this plan; and
 - x) Identifying all required mitigation measures including Low Impact Development (LIDs) solutions,

And any other requirements as needed by the City, all to the satisfaction of the City. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.

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117. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, at no cost to the City and all to the specifications and satisfaction of the City.
118. 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.
119. In conjunction with Design Studies submission, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses indicated on streets in this plan with Zoning R4-6. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
120. In the event that servicing is constructed on streets in this plan of subdivision fronting proposed street townhouse blocks prior to site plan approval, the Owner shall relocate any services that are not in standard location, all to the specifications and satisfaction of the City, at no cost to the City.
121. In conjunction with the Design Studies submission, the Owner shall have its professional engineer submit the ultimate profile for Wharncliffe Road and Exeter Road, to the satisfaction of the City.
122. The Owner shall have the common property line of Exeter Road and Wharncliffe Road South 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 Exeter Road and Wharncliffe Road South are the ultimate centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

123. 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; and
- 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.

124. 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.

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125. 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.

126. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

127. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

128. 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.

129. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.

130. The Owner shall have its professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in

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conjunction with this subdivision, all in accordance with Council policy for “Guidelines for Notification to Public for Major Construction Projects”.

131. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.).
132. 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.
133. 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.
134. 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.
135. 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.
136. 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.
137. The Owner shall decommission any abandoned infrastructure, (eg. water irrigation, communication tower, lights, 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.
138. 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.
139. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
140. In conjunction with the Design Studies submission, the proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, etc., to the satisfaction of the City.
141. At the time this plan is registered, the Owner shall register all appropriate easements for all existing and proposed private and municipal storm, water and sanitary works required in this plan, to service external lands, all to the satisfaction of the City Engineer, at no cost to the City.
142. Prior to Final Approval, the Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the

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City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

143. Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this plan, quit claimed to the satisfaction of the City, at no cost to the City.
144. The Owner shall include in all agreements of purchase and sale and register on the title of all Lots/Blocks in this plan a warning clause advising the purchaser/transferee that these Lots/Blocks are not to be developed until the existing services are removed, alternate services are installed if necessary to replace the existing private services and the existing easement is quit claimed to the satisfaction of the City.
145. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be constructing the SWM Facilities and Sanitary trunk sewer in 2017. The Owner shall co-operate with the City, as necessary to complete the project, including providing access to their lands and easements as necessary.
146. Prior to registration of the plan, the Owner shall decommission any works in the existing easements, as necessary, and the existing easements are to be released, to the satisfaction of the City.

Appendix "C" **Financial**

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Richardson Lands - 184 Exeter Road
Draft Plan (Rev.)
39T-15501

Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF ^{Note 4} <ul style="list-style-type: none"> - Storm sewer - internal oversizing subsidy (DC14-MS01001) - Wharncliffe/Morgan Channelization (DC14-RS00067) - Wharncliffe/Morgan Channelization engineering (DC14-RS00067) - Internal road widening (DC14-RS00063) - Internal road widening engineering (DC14-RS00063) 	<ul style="list-style-type: none"> \$219,918 \$39,669 \$5,950 \$99,752 \$14,963
City led construction from CSRF ^{Note 5} <ul style="list-style-type: none"> - Sidewalks on Exeter Rd. and Wharncliffe Rd. (DC14-RS00069) - Streetlights on Wharncliffe Rd. (DC14-RS00070) - Wharncliffe/Morgan Traffic Signals (DC14-RS00071) - Pincombe Drain SWMF 3 (DC14-MS00029) 	<ul style="list-style-type: none"> \$66,042 \$51,000 \$154,688 \$2,448,034
TOTAL	\$3,100,016
Estimated Total DC Revenues ^(Note 2)	Estimated Revenue
CSRF	\$14,533,248
UWRF	\$1,287,825
TOTAL	\$15,821,073

- 1 Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs excluding 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 Oversizing costs identified are based on preliminary estimates through the design study phase. The various oversized pipe sizes and lengths will be finalized through the design process and as part of an approved subdivision design.
- 5 The City will undertake the design and construction of the sidewalks, streetlights, and traffic signals when warranted. The SWMF will be constructed as per the timing identified in the GMIS. A future source of financing will commit the funds for these City led works.

Reviewed by:

Dec 2 / 16
Date

Peter Christiaans
Peter Christiaans
Director, Development Finance

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Appendix “D” Public Comments

Via email

Jamil and Raya Chahbar, Zouheir and Intesar Lahib
220 Exeter Road

Pursuant to a recent mailing on the above noted draft plan submission we wish to file our objections as follow;

1. we object to STREET "S" being designed to abut out lands at 220 Exeter Road
2. we object to STREET "N" being designed to exit onto Exeter Road

We are the owners of 220 Exeter Road, London, Ontario

Dave Williamson
No address given

Just curious about the status of the above planning application. As a ball player and organizer I'm curious if I need to look at other options for next season as it involves the reamers/Southwest Optimists ball diamonds. I haven't heard anything directly from them yet but heard through another party that this will be the last season there.

David Nuttall
DLN Group Inc.
703-500 Talbot Street
London, ON N6A 2S3

Pursuant to our recent conversation our Group proposes the following draft plan condition be made for the above noted draft plan application known as 39T-15501/Z-8470.

No development in whole or in part may occur on the lands known as 132, 146 & 184 Exeter Road, east of Wonderland Road South and south of Wharncliffe Road South until such time as the lands required for the Bradley Ave extension be deeded to the Municipality.

This condition is a result of our Group's (DLN Group Inc.) attempt to obtain draft plan and rezoning of lands to the immediate east of Zedcors' lands during 2008 at an OMB hearing (OMB Case No. PL080527). This was one of the primary arguments put forward by not only the City of London but also Zedcor Inc. and Legend Developments Ltd owners of lands that abutted our lands.

In addition to the above there were three additional primary arguments to assist in the delay of moving forward with DLN Groups' draft plan application which to-date have now been resolved or will be resolved shortly.

Thank you for your attention to this matter. In addition to our comment of last week could you put us on the mailing list for the above draft plan.

Via Letter

DLN Group Inc.
703-500 Talbot Street
London, ON N6A 2S3

Please accept this as our formal objections to the above noted proposed draft plan;

1. road ‘J’ is not to be extended easterly to the lands owned by 2178254 Ontario Inc.
2. road “K” is to be extended easterly to the lands owned by 2178254 Ontario Inc.
3. road ‘M is to be extended easterly to the lands owned by 2178254 Ontario Inc.
4. turn-a-round is to be moved easterly on lands owned by 2178254 Ontario Inc. at the intersection on two secondary roadways to be known as Paul Peel Ave and Morgan Ave also known as Street “A”.

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5. Street “N” is not to extend to the proposed Bradley Ave as it is too close to the proposed extension of secondary roadway known as Paul Peel Ave coming down from the north of the proposed Bradley Ave extension.
6. Street “N” is not to extend onto Exeter Road as it will be too close to the extension of Paul Peel Ave which is a secondary roadway.
7. We will not omit our very southerly proposed roadway running east — west as this allows us to develop the lands with low density residential as per the approved official plan. With this roadway in place our amendments to the Official Plan will be minor in nature.
8. The planner for Zedcor stated a “tot” park was located south of Street “A” east side of Street “N” as it was part of the proposed walkway for this area. A review of the SWAP, specifically page 15 states this in not true.

Please accept these as our initial objections to the above noted proposed draft plan. We would also request that when this proposed plan moves forward that our Engineering consultants be allowed to review the file for this plan specifically the following approved reports and studies.

- i) urban design reports
- ii) drainage area plan wastewater
- iii) storm water management plan
- iv) transportation impact assessment
- v) water servicing report
- vi) any related report or study affecting lands owned by 2178254 Ontario Inc.

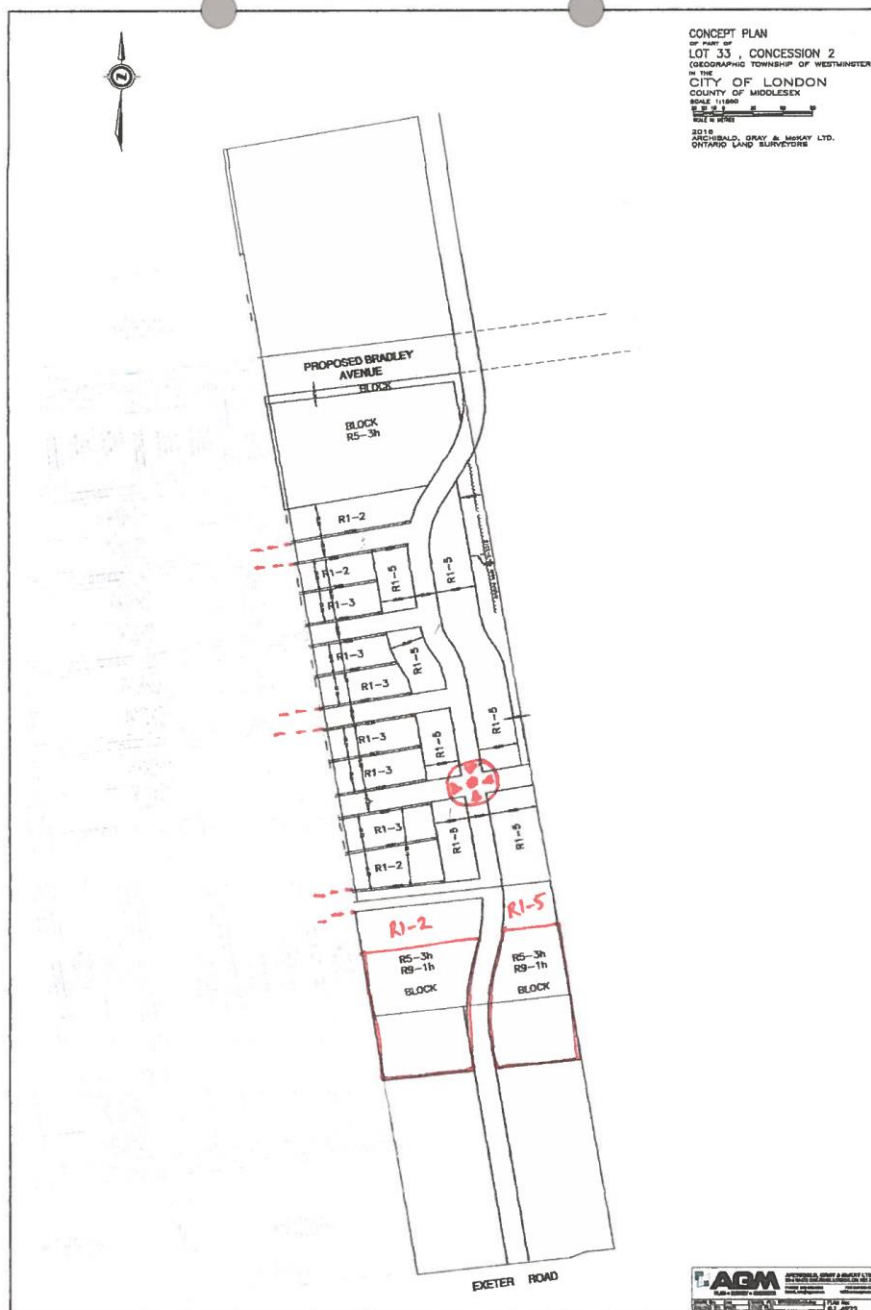
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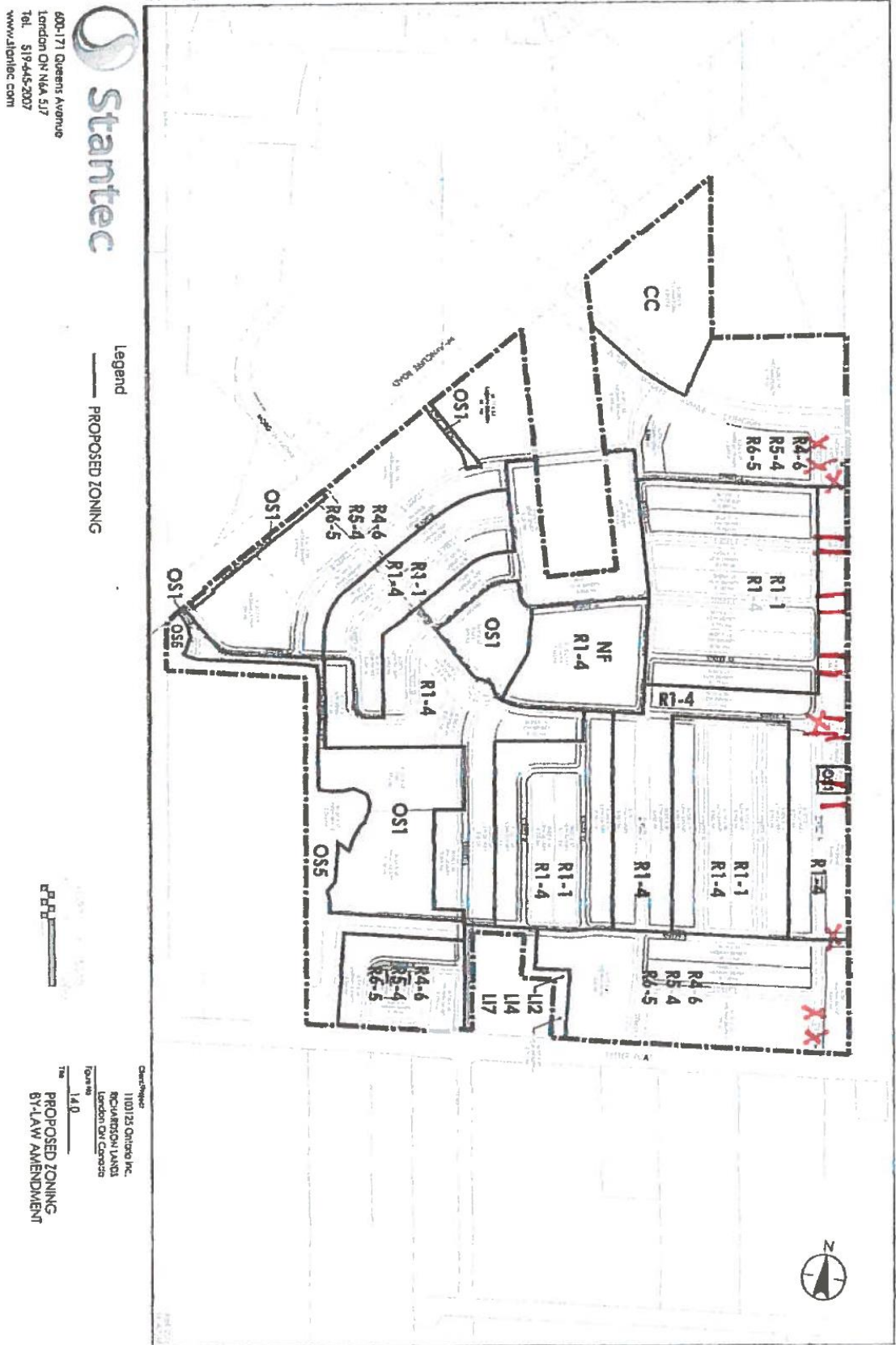
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Scott Petrie LLP
c/o Barry Scott
Suite 200- 252 Pall Mall Street
London, ON N6A 5P6

We are solicitors acting for 1173735 Ontario Limited. Please find enclosed herein our client's Letter of Objection with respect to the above Application. Any return correspondence to 1173735 Ontario Limited should be forwarded do its Agent of Record:

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DLN Group Inc.
703-500 Talbot Street
London, Ontario
N6A 2S3
Attention: David L. Nuttall

The undersigned 1173735 Ontario Limited intends to apply for approval of a Plan of Subdivision, in conjunction with 2178254 Ontario Inc., (through DLN Group Inc. as Agent for both) on lands to the east of the subject lands. The undersigned wishes to submit the following formal objections with respect to the referenced application:

1. The following amendments are required to the layout of streets on the proposed Plan in order to coordinate with the development of the lands to the east:
 - (a) Street "J" is not to be extended to the east of Street "N".
 - (b) Street "K" is to be extended to the east of Street "N" to the easterly boundary of the subject property.
 - (c) Street "M" is to be extended to the east of Street "N" to the easterly boundary of the subject property.
 - (d) There should not be a turn-a-round at the intersection of Street "A" (Morgan Avenue) and Street "N". A turn-a-round is to be located at the intersection of Paul Peel Avenue and Morgan Avenue on lands to the east owned by 2178254 Ontario Inc.
 - (e) Street "N" is not to extend to the north of Street "J". The intersection of Street "N" with Bradley Avenue would be too close to the intersection of the secondary collector Paul Peel Avenue with Bradley Avenue.
 - (f) Street "N" is not to extend to the south of Street "R". The intersection of Street "N" with Exeter Road would be too close to the intersection of the secondary collector Paul Peel Avenue with Exeter Road.
 - (g) The proposed plan does not contemplate the most southerly east west road on the proposed plan for the lands to the east. That proposed east west road is required in order to permit low density residential development as required by the Official Plan, with only minor amendments to that Official Plan.
 2. The undersigned would object to any proposal for a "toll" Park located south of Street "A" and on the east side of Street "N" as such would be contrary to the SWAP.
- Please accept the above as our initial formal objections to the above noted proposed draft plan.

Franck Arroyas on behalf of Jean and Danielle Arroyas
1350 Wharncliffe Road South,
London, ON N6L 1K3

Thank you for allowing us to air our concerns with the development of the lands around us. We have protested the location of Bradley Ave, and it's crossing at the present entrance of our property to Wharncliffe Road. As per our discussions with members of City of London transportation and planning services, our access to Wharncliffe Road, will be limited to right hand entrance only (maybe no access) and right hand exit to Bradley Ave.

We have owned this property for over 30 years, and our access has always been to Wharncliffe Road, and this planning has left us basically landlocked. We have a long, narrow property that, with the current city plan combined with the Z Realty Group plan has completely removed our access to major arterial roads.

The current usage and zoning of our land allows for a number of small businesses to be located there. These businesses are attracted to our property for a number of reasons but one of the principal reasons is its current easy access and visibility to/from Wharncliffe Road.

So while we understand (but strongly regret) that the Bradley Avenue extension is going to cut-off our access to Wharncliffe Road (and require us to relinquish a part of our property for this new road) we would like to urge you to review the upcoming plan and surrounding private development

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(Z Realty) to help secure direct access to an arterial road by our tenants, most of which are at the back of the property. As the current plan stands today, most of our tenants will be leaving.

Appendix “E” Environmental and Ecological Planning Advisory Committee (EEPAC)

Recommended for inclusion in conditions of draft approval (summary)

1. The proponent and the City coordinate the required approvals under the Ontario Endangered Species Act as there will be removal of SAR habitat (Eastern Meadowlark) and foraging habit for the threatened Barn Swallow.
2. Compensatory mitigation under Section 15.3.3.iii of the OP be coordinated with the City and the proponent.
3. A full hydrogeological study and water balance assessment be completed as part of the final design submission (as recommended by the consultant on page 9.2).
4. As per Section 7.4, page 7.11, the boundary between development and the buffers should be clearly delineated with fencing or another barrier to prevent inadvertent or intentional encroachment into the buffer.
5. The restoration and enhancement measures in Section 8.3 page 8.2 be included
6. Monitoring requirements (section 8.4 and EEPAC’s recommendations below), be included
7. The qualitative vegetation monitoring noted on page 8.3 must be included in the conditions of approval. EEPAC believes the beginning of the monitoring period should be when the buffer plantings take place, not when construction of the development is completed. This must be clearly laid out in the conditions and Development Services must follow up.
8. The subdivider be required to provide an educational kiosk (with suitable recognition for the contribution) in the park to the satisfaction of a City Ecologist. The content should include information on wetland features and functions, barn swallows, and why the wetland is being protected.

Species at Risk

Barn Swallows (threatened) are present and nests were found (in the culverts at Wharncliffe and at Exeter Road). Nests are often reused year over year and for multiple broods in a single year.

Although they were found nesting in the culverts to the west of the site, there are potential impacts to the habitat either from increased water flows through the culverts, risking the birds while nesting, from improper nearby site work, and/or from removing foraging habitat. EEPAC notes that the City plans remediation in the Pincombe Drain and the construction of the SWM pond on the proponent’s site as part of the Growth Management Implementation Strategy. Therefore, EEPAC has forwarded these recommendations to the City’s Stormwater Management group.

There is a General Habitat Description under the Ontario Species at Risk Act. It states as follows: <http://www.ontario.ca/environment-and-energy/barn-swallow>

Category 3 includes the area between 5 m and 200 m of the nest and has a high tolerance to alteration. Barn Swallows depend on this area for various life processes including rearing, feeding, and resting. Barn Swallows are insectivores, foraging in relatively low airspace on the wing (Waugh 1978). They feed at lower altitudes than most other North American swallows, usually no more than 10 m above ground and often lower than 1 m from ground (Brown and Brown 1999). They depend on nearby open areas that provide good sources of flying insects, such as waterbodies, pastures with livestock, and woodland edges (Brown and Brown 1999, Evans *et al.* 2007). The stage of the nesting cycle influences foraging distance. The period of greatest energy demand for a swallow is during nestling rearing (Bryant and Westterp in Turner 1980). Turner (1980) found the average distance traveled by Barn Swallows while feeding the first brood to be 188 m and 138 m for the second. Weather plays an important role in the variation in food availability for swallows and therefore also influences foraging distance. Turner (1980) found the

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average distance traveled by Barn Swallows during the breeding season was 148 m when the temperature was above 20°C but increased to 203 m when it was 16°C or less.

EEPAC would anticipate that removal of the foraging habitat will have some impact on the Barn Swallows in the culverts.

In section 7.3.5 the consultants indirectly provide support for mitigation. The consultants claim there will be no reduction in the number and range of species that could utilize this large habitat block are anticipated. However, development will remove Eastern Meadowlark habitat as well as introduce domestic cats which, as noted by the consultants, can result in increased predation of birds. The consultants then state that "...the woodland along the Pincombe will provide a variety of habitat niches for such species to find suitable habitat and adapt to increase predation." This seems specious and without basis, particularly for the Barn Swallows which are not a woodland species. The City provided 200 m of habitat along the Thorncliffe Drain for nesting barn swallows in a culvert on Southdale Road for the new Community Centre. A similar approach should be followed here.

The EIS has no information on subdivision phasing nor as to whether parts of the subdivision will be built prior to the SWM facility will be built. Therefore, the timing of carrying out these recommendations must be specified in any development agreement and for the SWM construction contract in order to protect the Species at Risk.

1. RECOMMENDATION: The MNRF be consulted to determine if a permit is required.
2. RECOMMENDATION: Any work in the area must take place outside of breeding season for this species.
3. RECOMMENDATION: At least 200m of habitat from the nesting sites be protected as per the General Habitat Description under the ESA. <http://www.ontario.ca/environment-and-energy/barn-swallow>
4. RECOMMENDATION: As foraging habitat will be removed, kiosks or other mitigation measures must be installed at the expense of the party causing the damage. Monies may be available by application to the Species at Risk Stewardship Fund.
5. RECOMMENDATION: These recommendations also be forwarded to the City's Stormwater Management group as this relates to the detailed design of Pincombe SWM 3 that is scheduled for construction in 2017 (as per the 2017 GMIS Detailed List going to SPPC on June 9, 2016).

Eastern Meadowlark

6. RECOMMENDATION: As there will be removal of habitat, there must be conditions of approval that include at least the following:
 - b. the City and the proponent work together to determine who is to apply for the required approvals under the Legislation;
 - c. the City and the proponent be required to determine the appropriate compensatory mitigation for the removal of habitat under Section 15.3.3 of the Official Plan.
7. RECOMMENDATION: If not already reported, the sightings of Barn Swallows and the Eastern Meadowlark be reported to the NHIC.

Wetland Buffer

Although the wetland along the Pincombe Drain is outside the study area for this development, staking of the wetland should be undertaken to ensure an appropriate buffer.

The EIS provides clear support for a 15 m buffer where the pond and park will be located. However, there is no information provided for why the buffer is only 15 metres where Blocks 5 and 44 (housing) are located. Given the EIS clearly outlines the potential impacts on the wetland due to the increase in the number of people and their pets, a wider buffer should be required in addition to the recommended fencing with no gates that EEPAC supports.

8. RECOMMENDATION: A 30 m buffer be required from the wetland from the residential blocks due to the presence of Barn Swallows. The buffer should be measured and staked

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based on the ELC shown in the consultants' report as a condition of the development agreement.

9. RECOMMENDATION: Educational material be supplied by the builders to new homeowners including information on the wetland and its significance.
10. RECOMMENDATION: The subdivider be required to provide an educational kiosk (with suitable recognition for the contribution) in the park to the satisfaction of a City Ecologist. The content should include information on wetland features and functions, barn swallows, and why the wetland is being protected.
11. RECOMMENDATION: EEPAC supports the consultants' recommendation on page 7.10 that the boundary between development and the buffer be fenced.
12. RECOMMENDATION: The buffer should be staked prior to any development activities and no work shall take place in the buffer nor should any equipment be stored or serviced in the buffer.

Water Balance

EEPAC is concerned with the water balance report on page 6.2 which calculates, but does not state, that there will be an estimated 40% reduction in infiltration after development (from 130,000 cubic metres per year to 74,500 cubic metres per year or 136,800 under the difficult to implement recommendation of the White Oaks SWM EA Addendum noted on page 6.2). In section 7.2.1 the consultants' note that "Potential indirect impacts to the wetlands include changes to the existing water budget as a result of altered surface runoff quantity and patterns or altered shallow groundwater flow..." However, there is no information provided regarding how ground water effects this wetland if at all. As well, although surface water flows to the wetland post development will match flows under existing conditions, we assume that this is in total and will not match timing and volume of flows under various conditions over the seasons. There is no information on what changes to the hydrologic regime/hydro-period will occur.

EEPAC also notes there is a drainage divide because part of the flows from the development will go to the White Oaks Facility (SWM 3?) and part to the Pincombe 3 SWM. Pincombe 3 is scheduled for 2017 in the City's GMIS, but White Oaks 3 is shown in the draft 2017 GMIS as being in the 2022 and beyond period. Given this, EEPAC is unclear as to how this will be addressed – staging?

Stormwater Management

The reach of the Pincombe Drain adjacent to the subject area has pool and riffle sequences and is part of a 640 h drainage area. In order to protect the Drain and the associated wetland, it will be important that the SWM facility and the development:

- maintain pre development flows
- maintain or improve the water temperature
- maintain pre development velocity in storm conditions
- avoid sediment loading during and post construction
- minimize changes in the timing and volume of flows during storm events (hydrologic regime)
- maintain the groundwater regime (there is no information in the EIS on the connection between the wetland and groundwater)

The detailed design must also consider whether or not the small berm limiting flow downstream noted by the consultant on page 4.11 should be removed.

As these are matters for the City's Stormwater Unit, EEPAC recommends that:

13. RECOMMENDATION: The paragraph above be forwarded to the City's Stormwater Unit for its consideration in the detailed design for the SWM facility (Pincombe #3) in addition to the consultant's recommendation in Section 6.2.1 regarding surface flows.
14. RECOMMENDATION: The natural hydrologic cycle should be maintained to the greatest extent possible. (EEPAC has not been given the *Richardson Lands Conceptual SWM Report* prepared by Stantec dated February 10, 2015 for the facility).

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Water Courses Contribution of flow of Unknown Drain 2.

Section 4.6 and the comments on March 14, 2016 letter to Ms. Pasato indicate “Surface water flow contributions to the downstream system provided by the remaining drains should be maintained post development.” This is also in section 7.2.4 Fish Habitat. EEPAC certainly agrees with this however, there is nothing in the EIS as to how this might be achieved and who is charged with the responsibility for demonstrating it and at what point in the development process. Perhaps it is what Recommendation B is on page 9.2 “a full hydrogeological study and water balance assessment be completed as part of the final design submission.” Given the sequence of development is, SWM system first, site development second, EEPAC recommends:

15. RECOMMENDATION The City and the proponent coordinate the requirements of the hydrogeological study and water balance assessment to determine responsibilities for the work and costs and include them in the conditions of draft approval.
16. RECOMMENDATION: The UTRCA’s hydro-geologist be asked to review and comment the recommended hydrogeological study.
17. RECOMMENDATION The objective of the study include maintaining post development flows to the downstream system.
18. RECOMMENDATION The City and proponent consider the drainage divide and the schedule of construction of the Pincombe Drain SWM #3 and the White Oaks SWM #3 in light of the consultant’s recommendation.

Amphibian Surveys

EEPAC notes that the latter two surveys were done under windier conditions (Beaufort Scale 3-4 when 3 is the recommended maximum) than recommended by the Marsh Monitoring Program. Air temperature and lack of wind are the most important factors to pay attention to when deciding when to conduct surveys.

19. RECOMMENDATION: The City Ecologist should consider if additional work is required in order to identify Significant Wildlife Habitat on the subject site.

Construction Impacts

EEPAC supports the mitigation measures listed in section 8.2.1 and adds the following:

20. RECOMMENDATION: Work near to the wetland should not take place during Barn Swallow breeding season.
21. RECOMMENDATION: No construction equipment should use or be stored in the areas determined to be buffers.
22. RECOMMENDATION:
 - a. The Clean Equipment Protocol for Industry be followed. It is available at various web sites including: <http://www.canadanursery.com/Page.asp?PageID=122&ContentID=2304&SiteNodeID=1020>
 - b. Any material or soil stockpiles construction laydown, vehicle access, fueling, etc. (page 100) should be at least 30 m from all watercourses and from the development set back.
 - c. Any material or soil stockpiles on site when heavy rain is forecasted 20 mm in 24 hours) and significant snow melts, must be covered or removed in time to reduce the chance of discharges to watercourses. This should be included in the Sediment and Erosion Control Plan (page 102). This Plan must be included in all construction documents (including for the Stormwater Management Facility) and form a requirement of the development agreement.
 - d. Hydro-seeding be avoided as this causes a large, sudden nitrate burst.
 - e. The additional recommendations for buffer plantings included in the revised EIS be included in the conditions of approval.
 - f. A Flood Response Plan be in place prior to the start of construction.

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- g. The inspection of the wetland buffers be carried out by a City Ecologist prior to the start of construction as a condition of the development agreement and a condition of the construction contract for the Pincombe Drain SWM 3.
- h. As per the consultants' recommendation in section 7.3.1, erosion and sediment controls must be employed during all phases of construction to avoid deposition of silt and sediment in watercourses or the wetland.
- i. As per the consultant's recommendation on page 7.4, EEPAC supports fencing with no gates between the proposed development and natural areas to be retained. In particular, the side side of Block 44 and the south side of Block 39 and along the eastern boundary of the subject lands to discourage access to the significant woodland further east.

Monitoring (Section 8.4 of the EIS)

EEPAC agrees with the consultants that monitoring be required during all phases of development to ensure compliance with the final grading plan and with the erosion and sediment control plans.

- 23. RECOMMENDATION: Monitoring at the sub-divider's expense be included during all phases of development. This must be included as a condition in the development agreement. The condition must be clear in:
 - 1) Who will receive the monitoring reports. EEPAC recommends reporting on matters related to the Natural Heritage System (particularly when remedial actions are recommended), be copied to a City Ecologist.
 - 2) When the monitoring starts and stops.
 - 3) Actions/compensation required if the monitoring finds there has been a negative impact to a natural feature or its ecological function.
- 24. RECOMMENDATION: The qualitative vegetation monitoring noted on page 8.3 must be included in the conditions of approval. EEPAC believes the beginning of the monitoring period should be when the buffer plantings take place, not when construction of the development is completed. This must be clearly laid out in the conditions and Development Services must follow up.
- 25. RECOMMENDATION: Similar monitoring conditions need to be included in the contract for the construction of the SWM facility.

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Bibliography of Information and Materials

Request for Approval:

City of London Draft Plan of Subdivision Application Form, completed by Stantec Consulting
City of London Zoning By-law Amendment Application Form, completed by Stantec Consulting

Reference Documents:

City of London. Official Plan, June 19, 1989, as amended.
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Stantec Consulting. Richardson Farms Scoped Environmental Impact Study - revised, March 14, 2016.
Stantec Consulting. Richardson Lands Conceptual SWM Report, February 10, 2015.
Stantec Consulting. Urban Design Brief Richardson Lands, February 3, 2015.
Stantec Consulting. Stage 1-2 Archeological Assessment: Richardson Property Subdivision, December 10, 2014.

Correspondence:

*all located in City of London File No. 39T-15501 unless otherwise stated.
Also see attached public correspondence in previous section.